

## HUDSON, NH BOARD OF SELECTMEN

### Minutes of the February 22, 2022 Meeting

1. CALL TO ORDER - by Chairman McGrath the meeting of February 22, 2022 at 6:59 p.m. in the Selectmen Meeting Room at Town Hall
2. PLEDGE OF ALLEGIANCE led by Hudson resident, James Battis
3. ATTENDANCE

Board of Selectmen: Marilyn McGrath, Bob Guessferd, David Morin, Kara Roy, Brett Gagnon

Staff/Others: Steve Malizia, Town Administrator; Elvis Dhima, Town Engineer; Brian Groth - Town Planner; Bill Collins, Conservation Commission Chairman; Gary Gasdia, School Board Chairman; Jill Laffin, Executive Assistant

4. PUBLIC INPUT

Chairman McGrath started off by saying, Does anyone in the audience wish to address the board on any issue which the board has control of at this time? If you do come on up and give you a name and address, for the record

James Battis, 6 Potter Road

Mr. Battis said, I come before you tonight to state my concerns with the proposed feasibility study for Lowell Road to Route 111 or the Hudson Boulevard. In general who can argue with a feasibility study? It is my hope that the proposed feasibility study is not a study with a preconceived conclusion. The Town Planner and Engineer, in their letter recommending the feasibility study to the Board of Selectmen, quite correctly state the traffic in Hudson is an important issue has dominated at present by traffic to and from the Sagamore and Taylors Falls bridges. It is predominantly limited to morning and evening rush hours. Unfortunately, it is mostly the result of commuter traffic from Hudson and from neighboring and not so neighboring communities. In other words, this is a regional issue, not just a Hudson issue. Just as an aside, I note that Hudson and Nashua have two bridges crossing the Merrimack River, two crossings. The next Merrimack crossing is about 11 miles north at the Litchfield Manchester town line, roughly. And in the next 10 miles, there are seven crossings of the River. East-west traffic is a regional problem. While the symptoms show up in Hudson. The problem is regional and needs to be viewed and addressed on that scale. Roadway construction in Hudson will not solve this problem. I do applaud the Town staff and emphasizing the need for consideration of the environmental impacts of the Hudson Boulevard proposal and the need for EPA feedback. In a past life, I was a member of the Hudson Conservation Commission and as outlined in a two February 2014 memo from the Commission to the Planning Board, the commission raised a number of environmental issues with the proposed Hudson Boulevard route, including inadequate mapping of existing wetlands and the proposed crossings of Limit Brook Swamp and Mile Swamp. I would also note that the development along the proposed corridor in the intervening eight years is only likely to strengthen roadway associated drainage issues. So basically, it's my opinion that the Hudson Boulevard is not the solution, necessarily the solution to the problems of traffic in Hudson. It's a regional problem and needs to be looked at more than just with the Hudson Boulevard.

Jenn Rousseau, 123 Wason Road

Ms. Rousseau said, states members of the board have authority only when acting as a board legally in session. The Board shall not be bound by any action or statement of any individual board member, except when such statement or action is at the direction of the Board. Given these facts, it

appears that the Town Engineer and Town Planner made a decision for the Town without consulting and getting approval from their governing body. If this is true, I would implore you to consider the two outcomes and action items. The Board of Selectmen should hold these employees accountable for their actions. This is a slippery slope, and it must be clear that this sort of insubordination will not be tolerated. Two the Board of Selectmen should immediately issue a corrective statement to the state's Public Works and Highways Committee, informing them what has happened and that the town has not determined the need for this feasibility study or inclusion of the Hudson Boulevard on the ten year plan. The same communication should be issued to the State Senate prior to Thursday, where they plan to meet and hear Hudson, I mean, House Bill 2022 and vote to possibly accept this less. The DOT Commissioner should be communicated with so that she understands what has happened here. In closing, the members of the select board should not feel pressured tonight to make a motion to accept what has happened here. Please stand firm and send a message that we don't do things this way. You are the elected leaders that our residents have chosen to be here and to make monumental decisions of great consequence, not town planners. Not town engineers. Moving on, I would expect you as a Board to seriously discuss how this town should address legitimate traffic concerns in public with full transparency. Weigh all the alternatives equally and leverage the traffic study committee and the work of the master planning development that has gone on and make the best decision for our town. Not the quickest one. Thank you.

Jordan Ulery, 36 Baker Street

Mr. Ulery said, used to live at 37 Webster Street, but the Fire Department decided I should live at 36 Baker Street. So that's where I live. I've lived in Hudson since 1972. I've been here long enough to remember when Hudson had the distinction of being called the most heavily sued community in the state. Primarily for land use, land use board actions that were contested in court and Hudson lost and lost and lost. And go on. It costs the taxpayers, myself included, quite a bit. I'm speaking today because this morning I was made aware of an allegation totally without merit and based completely upon false beliefs by a member of this Board. The good selectman called myself a liar and myself and another member as acting with devious intent. The person demanded the Public Works Committee disregard my and my and the other member's testimony. I'm wondering by what right this Board member felt that they could limit another person's right of free speech, that is, unless they themselves had devious intent. Or perhaps they just felt that they are the only one with any standing. Disagreement is fine, but directing a House Committee to disregard another's testimony as absolutely egregious. Apparently, this Board member was trying to intimidate a member of the of a subordinate board. I'm a member of the Planning Board. It sure seems like that to me. No evidence, just accusations were present. Such accusatory behavior was known as the terror in France. In fact, this selectman made reference to a non-existent proposal to bolster his view that I was engaged in devious intent. Apparently, the selectman was totally unaware of the so-called facts when he wrote what I consider a slanderous email to the Public Works Committee in Concord. I learned in school that lack of knowledge can be stated with a signal word ignorant. That single word may apply in this instance. I would like to inform the selectman that based upon information and belief that the email sent was treated with the respect it deserved since it dealt with a subject that was not before the Public Works Committee, it was put in the thank you file. I would also like to inform this apparently all-knowing selectman, that's my personal opinion that his email demonstrate a complete lack of knowledge regarding what was presented before Public Works. All it needed to be done was watch the public record. Apparently, the selectman is unaware that New Hampshire is a Dillon rules state or the Board of Selectmen do not govern the Board of Selectmen and every community in this state, and every town, whether it's a commission or whatever, administer. They don't govern. Governing is done by the state, not by the towns. As most boards know that you guys have a limited role in administering state law, the selectmen don't represent the people. The representatives in the House represent all of the people, the senators represent various communities which cross state lines and then the county commissioners manage the counties, they administer the counties. I would also like to recommend or remind the selectmen that any work that I or any other member of the house from District 37 did regarding traffic congestion on Lowell Road was a result of a publicly made request by

people at a Planning Board meeting. This was a public meeting. The request was made to do something and to find out about it. And to get something done. Something. We did. I would also like to remind this particular selectman, as apparently most of you know, but not at all. Selectmen cannot make a slanderous remark about members of boards over which they oversee. There are consequences for such actions. One final note here, the selectman bragged that he was a voice of public records access. I have done a lot of work in judiciary on public records. I served on a joint legislative commission that dealt with. Public records access helped write the ombudsman bill that will probably pass. Made numerous modifications to various bills, and I'm a co-sponsor of a membership attendance bill that is now being heard. I have yet to recall or find an email or letter or having seen this person at any of those meetings making any comments whatsoever. I've worked with the New Hampshire Right to Know people and I reached out to the municipal association and they can find no information. Perhaps it got missed. You know, things don't show up. So perhaps it's there. And I also find this interesting because that particular selectman seemed to think that blind records, blind copies of emails are OK to send. When they're not. But because when we operate as a Board, everything we do is open to whom we send it and from whom it's received. It's open. The emails I received, so long as they're approved by the House Attorney, are open records. I do believe the selectman overreached, and I hope that the Board as it continues its deliberations will take administrative action and issue an apology to myself and the other representatives from the Town of Hudson. And again, I remind individuals that the work that was done was done after a request at a public meeting, and there's a video record of it. Thank you.

Ted Trost, 63 Rangers Drive (handed out a map)

Mr. Trost said, I've got two things that I want to talk about tonight. One is I see on the agenda there's an item on there for the acceptance, possibly, of an anonymous donation to the Police Department. I don't think this is a good idea. It's unclear from the memo whether the individual or group making the donation is known to the Police Department or not. But I believe government operates best when it's transparent, it's trusted, most honest, transparent and when there are anonymous donations going to the Police Department especially, I think that that just looks bad. If it were up to me, not only would this be declined with gratitude, it's a great offer. It's always nice to have more training made available or the cost to the town being reduced. But this looks bad, and I think donations like this should not even should not only be denied but should be illegal.

Chairman McGrath then said, Mr. Trost, let me just stop you, please. The donor is known to each member of the Board of Selectmen and the Police Chief as well. It's just not known to the public because the donor didn't want any publicity for that. Mr. Trost replied so in my opinion, that's better than what I imagined it to be, but probably still doesn't look great. I still think perhaps I still think that that's not a great look for donations like that to be anonymous because it can have the appearance of an of an influence that it shouldn't have. So that's my thought on that.

Mr. Trost then said, as you can see from the map in front of you, I'm here to talk to you about the Hudson Boulevard or the circumferential highway, depending on how it's referred to. So once again, we're here to talk about what I call the zombie project. It keeps getting killed and it keeps coming back to life. We all recognize, I think, that something must be done to reduce the congestion on Lowell Road, but doing something does not mean the same as doing anything. On the map I provided to you the blue line shows the proposed route for the circumferential highway. The orange line shows a similar route using Wason Road, Bush Hill Road and Kimball Hill Road. We're told that drivers who drive between the bridge and the south end of town, who wish to go to the eastern part of Route 111 or in the reverse direction will benefit from the proposed circumferential highway and traffic will be reduced. What I don't understand is how this circumferential highway would reduce traffic congestion and Lowell Road if those drivers are not currently using the orange route, which is almost identical. An option I think should be considered in order to put drivers onto Wason Road more quickly and more easily would be to construct a tiny portion of the blue route from Lowell Road

connecting to Wason Road, just east of Cin-Free Drive. The proposed connection location is noted by the red arrow on the map I provided. This would simplify driving and encourage many drivers to use Wason Road instead of instead of Lowell Road. Perhaps an overpass or a large roundabout at Lowell Road at the circumferential highway if that plan is enacted. Finally, I think a major reason why the circumferential highway has not proceeded at this point has been due to E.P.A. limitations on building over through or near wetlands. What I don't understand is what's changed about the wetlands or the EPA that would warrant spending a million dollars in a new traffic study, even if that study shows a highway would help with congestion. The EPA is unlikely to issue the necessary permits, and then \$1 million of our study of our money has been wasted.

Selectman Morin was recognized and said Wason Road is the circumferential highway right now. But you are well aware as being a firefighter and responding to that how dangerous that road is. Am I correct? Mr. Trost replied there are some accidents on there, certainly. Selectman Morin then said, so what would you suggest? We've already got it to make this road safe. How many fatalities have you been to on that road? Mr. Trost replied, one. But again, I was a call firefighter. Selectman Morin replied, right. So what would you suggest? How, how, how can we fix that road to make it safe? Mr. Trost replied, I would imagine the DOT would be the experts on that, but I'll suggest site distances maybe take some of the dips out of the road, smooth it out more. It has to cost less than building an entirely new highway through untouched wilderness. Selectman Morin replied, okay, and I agree with you. My problem is people didn't want us to take money out of it to do anything yet how much this is going to cost? I'm just asking. Mr. Trost replied, how much what would cost? Selectman Morin replied, how much it would cost to fix Wason Road. Mr. Trost replied, I would imagine it has to cost way less than building an entirely new road. Selectman Morin then said I'm not arguing that Ted. I'm not arguing. Mr. Trost said I have no idea. But, but I'm not hearing that being discussed. All I'm hearing is we have a new highway. Selectman Morin then said the reason you're not hearing it discussed at this point, because we're going to inconvenience some residents again. One way or another, somebody is going to get inconvenienced. Ok, so everybody here tonight for a reason. So then we say we're going to start widening Watson Road. We're going to take your property, we're going to straighten it out. We're going to be right back here again. That's why I'm asking you what? What's your plan? What do you think we can do here? Mr. Trost replied, I think, I think Widen Watson Road, maybe. Straighten out some of the curves, take out some of those dips. There's a lot of up and downs where you can't see over the top. Selectman Morin agreed saying, absolutely. Mr. Trost continued on saying, you know, I don't like to see that. I don't like to see property owners lose their land. But I think that's a more realistic, less expensive approach to solve the problem that we have now. I guess that's what I'm saying.

Chairman McGrath then said I kind of think I kind of think that we're getting ahead of ourselves because...Selectman Morin interjected saying no, no, he brought something forward to us so I just wanted to hear a little more. Because it's the circumferential highway now. It really is. But I've been there for many people that have been killed on that road. That's all. Thank you. Chairman McGrath then said, I just think that I think that there's been some misinformation that's gotten out to the public. Selectman Morin replied, we can deal with that later. Chairman McGrath continued on saying, yeah, that's just pointing it out so that people don't think that it's a done deal and that we're getting a circumferential highway. I just.

Xen Vurgaropoulos, 5 Muldoon Drive

Just speak on what Representative Ulery said a minute ago. I'm just getting into town politics for a little bit now, so I want to know if just any one individual of any board of any committee can act as an individual at any time or does that violate the code of ethics 53-4 RSA 3139 alpha, where it says no town official or employee shall claim to act on the behalf of the selectmen, a board or its departments without prior authorization from said body. Selectman Morin responded to Mr. Vurgaropoulos saying let me let me clear up what happened here. Have you watched the video? Mr.

Vurgaropulos replied, I have. Selectman Morin then asked, ok did you see myself say anything at that meeting?

Mr. Vurgaropulos replied, I never said you said anything sir. Selectman Morin replied, I'm just asking you, did you see me? Because there is accusations that I was there representing the Board of Selectmen? I never said a word. Mr. Vurgaropulos then said I Mr. Ulery did. I saw it on TV. Selectman Morin then said but you just asked, can we as a board member? So I'm asking you the question. Did you see me say anything and represent myself as a member of the Board of Selectmen? Mr. Vurgaropulos replied no. Selectman Morin then said Ok, so that's cleared up. There was no Board of Selectmen member there, speaking as a board of selectmen or representing themselves as a board member. Mr. Vurgaropulos replied there Planning Board member there. Mr. Ulery. Representative Ulery is a Planning Board member. Selectman Morin then said I'm not gonna answer for Mr. Ulery. I'm gonna answer for me. Mr. Vurgaropulos said that's who I'm talking about though. I wasn't talking about you. Selectman Morin replied, I misunderstood. I'm sorry. Then I apologize. Mr. Vurgaropulos replied no I was reading the code of ethics verbatim.

The Chairman then said we're going to, you know, we're going to have to do this in a respectful and easy manner. We're not going to have a free for all here. Mr. Ulery, did you want to say something about anything that was just said? Mr. Ulery replied yes. A person can sit on the planning board, but if they hold another position, they can do that. At that meeting it was a request of myself and Representative Rice as representatives, not as planning board members to take action. There's a difference between the two. Mr. Vurgaropulos replied okay, I appreciate the position. That's fine, I'm just going to carry on with what I wrote, please. Obviously, I'm not in support of this highway unless I really can see the finer details of this. Personally, I find some of the politicians are very skilled at what they do at their craft, so I'm just going to leave it at that. Um, I come to you today because I had a couple of interesting conversations with Mr. Ulery on a social platform, but then I watched this meeting and it had some further questions. So I watched Representative Ulery and Kim Rice speak at the New Hampshire House of Public Works and Highways meeting on 2/10. Mr. Ulery was asking for \$100 million for a feasibility study, and sorry, I apologize one million. I wrote one million. It just I got ahead of myself. Now I heard him a second ago, just state that it was requested by the public that we review this. I think that's taken out of context just from hearing this. I believe the public comment was an overall impact study of the whole town and region need to be made and what I might be wrong unless there was a specific request made publicly that I did not see, which may be the case stating I want the Hudson Boulevard revived. I didn't see that request. I've only seen the full, comprehensive study of the region being request, so maybe some clarification could be brought forward there. I just want to go over a couple of quotes that he wrote or not wrote, but said at this meeting and then comment on them please. The circumferential highway has always been part of the plan for decades. It's a little bit longer truncated. It was not in the plan this year. I don't know what happened. Well, if you go all the way back to January 8, 2019 at the Board of Selectmen meeting warrant article K, it was voted to be removed five to none. And this is based on a couple of variations, variable factors. The grant billed was denied, so there was no funding federal funding. The project projected cost was forty five millions with literally a quote hopes to reduce to 20 million. I don't know that's a pretty big hope in my book. Hampshire DOT I read the current projected 10 year plan estimate for this project, if it was to be done, is fifty three million eight hundred ninety six thousand eight hundred and sixty dollars. That's a bit higher than originally quoted. Now the letters that the representative presented well over two years old. I don't know what. I know we had COVID and all that. I think if he wants to bring those bodies forward, he might want to have them retyped and re-letter headed to present date. Because I don't know if those politicians still feel the same about that highway. That's my personal opinion. Some other quotes. Lowell Road is a failed road. Right now to get from the intersection of Sagamore Bridge to PMA road reduction from four to two lanes during rush hour takes about 30 to 45 minutes and the distance is less than a mile. Traffic is heavy. Traffic is heavy. The majority of the traffic is not Hudson residents, it's the surrounding regional towns. This is an urgent situation. Accidents are increasing, traffic is increasing and the quality of life not only for Hudson residents, but the towns he previously mentioned to which he lists all the regional towns are being affected. Now I just want to jump back. I'm not going to have old litigation. I just want to say.

Recently put forward and approved 2.5 million square foot facility with plenty of vehicles and all that, we don't need to go into it. Dakota Properties, 81 condo apartments and the Friary project, that's another 500,000 square feet. These traffic problems didn't arrive overnight. And I know that for a fact, because the project that he brought forward has been trying to be built since 1959. So you telling me from the time that these last three projects were approved, traffic has got so horrendous that now we have to build the new highway. That's what seems a little ridiculous to me. This was voted down by the Board of Selectmen for a reason, and I'm having I'm really struggling with a couple of different things here because. I'm trying to figure out how he can operate as an independent individual and just go up there and ask for whatever he wants.

Chairman McGrath asked who's he that you're referring? Mr. Vurgaropulos replied Representative Ulery and Representative Kim Rice. Who used some catchy phrases to help sway the House with I live on Suicide Lane. That's not an actual technical term. That's a slang term used. There's not a real term suicide lane pertains to three more lanes or a three lane highway with a two way middle lane. So that's a buzzword. I don't think that's acceptable to go up there on the house hill and try to get you away cuz I want some money. Now, if they want the feasibility impact, I think they should present it to the people of the town, to you guys and said, Hey, this is what I'm thinking. What do you all think? What is the Planning Board think? And we should move on from there? The last thing I'm going to say is Kim Rice and Mr. Representative Ulery stated the jobs are coming into town, so many jobs, so many jobs, good jobs are great. When the whole Hillsborough County unemployment rate is currently at 2.3% and Hudson itself is only at 2.6% unemployment rate, that's only 380 people, and of those people, only a fraction are actually probably going to work because probably disabilities stuff like that, and they just don't want to work. So his main concern being that the majority of our problem is traffic from outside of this town. Well, he wants to do is bring more people from outside of this town into this town is what it sounds like to me. That's my opinion. I'm not putting words in anybody's mouth. And the last thing is, I really do. I'm on board with this full, comprehensive study of Hudson as a whole and its surrounding communities to see where we could actually make improvements if it is the highway, let's build the highway. But if it's not the highway, what's not what's not add insult to injury? We know we're hurting. Let's make it right by doing the right thing, not doing the quick things. Thank you.

James Crowley, 4 Fairway Drive

I can cross out a lot of my speech because the chair said, don't be too emotional, which I had thought about being. Well, anyway, thanks for the guidance. We are currently in a cart before the horse mode. We already have a backlog of projects with over three million square feet of industrial use in which we don't even know what the real actual impact is. Do we need the circumferential to open up Hudson to even more intense development? I hope not. Do we want Hudson to become the industrial armpit of New Hampshire, which looks like we're headed toward? I currently see the New Hampshire DOT, NRPC, state representatives and even the governor going out of their way to kill the current character and quality of life in Hudson with their good intentions for us. Where is our local elected board of selectmen included in all these decisions and good intentions? You deserve more respect concerning the circumferential highway than what you are getting. On new business item 8B, I urge you to send a letter to the New Hampshire Senate not in support of the circumferential, but to voice your disappointment that it is being resurrected without your guidance to do so.

John Debuc, 11 Eagle Drive

I wish I would have gone before Xen because I have a few of the same things I want to talk about. First, I want to start by thanking you for allowing me to speak tonight about this. But I think it's irresponsible to ask the state to fund a \$1 million feasibility study for the 70 year old 1950s plan from the New Hampshire DOT for the circumferential highway or the Hudson Boulevard. Mr. Ulery had asked for this to be funded at the meeting on February 10th, and that's a lot of people talking about this tonight. I did listen to his presentation. A few things stood out for me that were talked about during that meeting. Lowell Road is a failed road. Xen had already said that to get from the Sagamore Bridge, the 30 to 40 five minutes for one mile Hudson being unique, having good turnpike access and a land on which large buildings can be built. He read from the governor's letter to the chairman of the Board of Selectmen, and then the town is ready to move forward, it's been a long time. So I hope any discussion regarding resurrecting this 1950s plan would be discussed at a select board meeting allowing public input before anyone asked the state to use \$1 million of funds that could possibly be used in better ways. You as board members, us as taxpayers and the town officials should never ask for that amount of funds for something that the town residents may not want. I can't imagine that spending that money without full support from the community, so I want to talk about the few things that were mentioned. Lowell Road is a failed road. We all know that. My question is Mr. Ulery has two roles one as a state representative and second as a Planning Board member. If it's a failed road and he understands the railroad, I don't remember any hard questions about traffic for this large South Hudson development. I don't remember any hard questions about traffic for any development that's going into Lowell. Going into Hudson, that's a Lowell Road. So if in fact it is a failed road, why weren't those questions asked in the role as a Planning Board member? And also, why was it voted for yes? If there's so many problems with the road? You voted to approve the project. I'm shocked it was voted to approve and he stated a failed road. And now we're asking to spend \$1 million on a study that could have been funded by the large developer if it was asked, that the coming to town. He was appointed by you to that Board, and you should be accountable for you by not asking those difficult questions during those meetings. I myself have never spent 30 to 45 minutes to get from the Sagamore Bridge to PMA unless there was a massive accident. I travel that quite often and I understand the traffic's heavy. This timeline was shocking for me to hear if, in fact, this is true. I think that the Town Engineer has traffic studies that could show the public that that one mile stretch of road regularly sees 30 to 40 five minute traffic backups. I would ask that the Board asked for this information. It adds the next select board meeting for all residents to see. I would also hope that the town could provide the state with that accurate data for the one mile stretch of road to ensure the DOT has the most updated, timely information for any decisions and funding that come to Hudson.

Mr. Debuc went on to say, Hudson being unique, having good turnpike access and it has land on which large buildings can be built. This bothers me to think this roadway is being pushed to help industrial development in Hudson. There's so many studies that show an increase in traffic as roads are improved. Is this the future for us? Build this road and the Route 128 and 93 traffic then becomes a Route 128 to Route 3 to the Hudson Boulevard traffic. I was confused also when Mr. Ulery read from the governor's letter, and he said the letter was to the chairman of the select board, Mr. David Morin, who was present. This could have been interpreted by anyone watching or present at the House Public Works and Highways Meeting. The Mr. Morin was the chair of the board in his attendance in that role. I hope that I hope that Mr. Ulery can clarify that with his colleagues and let them know that Ms. McGrath, in fact, you are the board chair and was not at the meeting. On February 10th, the letter was sent to the former chair, Mr. Morin. Words matter. Lastly, when Mr. Ulery stated the Town is ready to move forward, it has been for a long time. I'm not one of those people. I know many folks here tonight are not either. How can we know if the Town is ready without public meetings include input from the residents, the people who will be directly impacted by this massive project? If this traffic is not Hudson residents and commuters moving through our town as many have stayed over the years, has the state looked at other options to get folks to London there in Windham? Could exit five or six be redesigned or is the only option blasting a new roadway through the middle of our town? Should this \$1 million look at alternative options that 1950 project?

Mr. Debuc then said, the last item I like to speak about is the environmental impacts that this project will have. I've read the EPA stopped the continuation of the highway due to severe damage it would cause for the environment, harming rare plants and wildlife that thrive in many of those areas. This needs to be revisited before we ever asked for \$1 million for a feasibility study. It was mentioned that a group of people from Hudson want to acquire some of the state owned land that this road would go through to build a park. Wow, what a forward thinking idea. Let's build a park for our residents instead of a parking lot. Thank you for your time and hopefully your support to do the right thing and put the brakes on this irresponsible ask from the state to use \$1 million on a feasibility study for this project that could forever ruin our precious wetlands, wildlife and the town that we all live in. Thank you.

Chairman McGrath then asked, Mr. Ulery, do you wish to say something? Mr. Ulery replied from the back of the room saying, yes. There never was any discussion over circumferential highway. There was a discussion of the first arc of that, the old plan. This is now considered the Hudson Boulevard. Which is not a major highway, but it's more along the lines of what exists over in Litchfield, their Connector Road that was built there. It runs parallel, essentially parallel with 3A take traffic load off of that and just distribute it out whenever there's a reference to something regarding the Hudson circumferential highway that's completely to use the current term fake news. Thank you, Madam Chair. You're welcome. Oh, Madam Chair, yes. The packet of information with the existing letters in there that each one was dated and the committee got the entire package with the dates on them. Thank you, Madam Chair.

Mr. Debuc was standing at the side of the room and was recognized. He said Madam Chair, I do take offense to the word fake news. I said both a circumferential highway and I said the Hudson Boulevard. We all know what we're talking about what was spoken at that meeting. So to stand up and to use the word fake news to a resident that's trying to protect the town ma'am, from a state representative and a sitting planning board member, even if he's speaking as a as a citizen tonight, I think it's pretty irresponsible for him to use the word fake news on me, and I really take offense to that name.

Jim Dobens, 4 Eagle Drive

Mr. Dobens started off saying, and I am going to be nice. Chairman McGrath replied, Thank you. I'm going to be nice as well. Mr. Dobens then said, good. I really had no intention on coming out tonight, but after I had yeah, they laughed because I was asked to watch a meeting and kind of got stirred up. But but I do want to kind of thank Mr. Ulery for what he said at the state meeting. I do because it kind of brought a few things up in my mind. I was actually stunned by a lot of things and kind of put a lot of questions in my mind. Mr. Ulery is a member of the Hudson Planning Board, and he did address the state officials about getting funding to resurrect what is now becoming called the Hudson Boulevard. I don't care what we call it. It's not a road that's going to go around. You can call it whatever you want. And I did listen to Mr. Ulery and he called out some things. Traffic is so bad it takes 30 to 40 five minutes. I don't need to get into that. Our roads have failed and are now a safety concern. Quality of life all this is creating is now really becoming an issue. He cites that Hudson will continue to develop because we have opened things up with a 50 foot building height that is conducive to more development in Hudson. Frankly, that's the biggest crime and hoodwink ever committed in Hudson on its residents, and I'll take that debate up with anybody. He cites the governor's support of the projects being built in the roads that he would support should the projects go through. Well, I'm just curious because he brought all of that up. He was admitting to all the issues we have and yet approved the largest logistics center in the state with over 1,200 tractor trailer docks and parking spaces, along with multiple thousands of car trips that will be made per day on our road. Didn't make sense. He has due diligence to this town to protect this town from impacts beyond normal impact. This isn't normal impact, and we're now beginning to look at another logistics center being proposed that will add hundreds of trucks and hundreds of cars, and we've just put up some



high density housing, which is absolutely gorgeous, Marilyn. Chairman McGrath replied, thank you. Mr. Dobens continued on saying just gorgeous over there. Think they need some shutters. Chairman McGrath then said I agree. How gorgeous it is. Mr. Dobens went on to say, that's going to add even more issues beyond traffic. So you can just imagine the traffic and the infrastructure impacts that a lot of this is going to have. In fact, I'll even go out and say that even Elvis called out the elephant in the room about a year ago when he said our roads could not handle the traffic from the HLC, never mind the rest of the developments. Should this go in, HLC can't solve the traffic issue through mitigation. That's not going to happen because we've already failed, and these other developments are only going to compound it. Adding a new highway or a boulevard to this town in Hudson is only going to trigger three things. More traffic, and I would encourage everybody to go back and read the theory of induced traffic demand. Adding more roads and lanes only makes more traffic. It makes traffic worse. It's been proven everywhere. This was presented to him and the Planning Board last year. I don't think anybody listened or paid attention. It opens up more of our G and G1 zone land to add more development, like the logistics and development centers, because the 50 foot height is going to drive them all in. They're going to be like little flies. And then high density housing. Those projects are now going to start to surface. So all of these things are going to happen. I was the one that did ask for a complete impact study from this board, which is not just about traffic, but it's about all of this development and what it all will bring. Mr. Ulerly did talk about safety concerns. Well, let's start talking about adding things like air pollution monitors and water and noise monitors, as well as traffic counters to protect your residents. I don't see those things being added as contingency, and I view that as a derelict duty by the Planning Board. We asked for them. They all got turned down. So I urge this board to take some action. Where is this overall impact study? So real decisions can be made on where this town goes. I would suggest that the Board of Selectmen find a way to suspend the Hudson Logistics Center in the Friary logistics projects as they cannot be handled by this town's infrastructure. The impact is too great.

Mr. Dobens went on to say and the other thing that bothers me is that I'm trying to understand. Why he and supported by other Town members being at that meeting, spoke about getting that project back on the 10 year plan for the state. What I don't recall any endorsement by any resident or any green light given by any person, whether it's a town resident, a board of select member or anybody to approach the state over it. It's not speaking for me. All of this simply reinforces in my mind how the town residents have been let down. You still have a chance to fix this mess. You really do. And also, I just want to tell everybody that's watching tonight. Get out and vote, please. March 8th. A lot of Warren articles, especially where our articles six, seven and eight, please vote yes so we can prevent further destruction of the quality of life within this town. Thank you for your time.

Kathy Leary, 8 Par Lane

I'll be brief because a couple of things I was going to say have already been said. A couple of things I just would like to add. I first moved to Hudson in 1988, and at the time shortly after we moved in one of the first things my husband and I did, we were attending meetings on what was then the circumferential highway. So it's something I've been kind of interested in and followed for a long time. With regard to what's now being called the Hudson Boulevard. I have to admit I'm not an expert, as some people are as far as the exact map of where that will go, but obviously in any highway being built is going to be taking land, either land at the town owns. Potentially land that other private residents own. And it would be interesting to get feedback from residents to who might be interested to know that you're going to have this potentially new highway, either in their front yard or their backyard or through their property. They may not be that happy about it thinking that this has been, you know, long gone. The other issue talking about, you know, the EPA and some of the wetlands issues. It's my understanding way back when that that's the main reason or one of the main reasons why this thing never went anywhere in the first place.

Ms. Leary went on to say, just a couple of like traffic issues I drive from the south end of town, up to Alvirne every day for work. Even if we were to build this particular road, it might help with traffic

heading out towards 111 towards Windham. Any traffic that's trying to head north up to Londonderry, up 102, it's still going to be going up Lowell Road to 102, up past Alvirne. I can't tell you how many times I'm behind or in front of tractor trailer trucks who are not using the highway. They're going up 102 heading up to Londonderry and 92 in that way. With regard to the road, depending on how it would be built if it's going to be a true bypass or is it going to have exit ramps on and off this proposed Hudson Boulevard? It does open it up to further development all along it, as opposed to it being a true bypass. You could end up just being another avenue for bringing in further development along the road. The last thing I thought of when I was looking at the agenda for the for tonight's meeting, I just thought it was kind of interesting. I'm not gonna make any comments on it. I thought it was kind of interesting that on the agenda, this item was simply referred to as, I think I forget the exact wording of it.

I don't...I have it right here, so I'm accurate. Feasibility Study for Lowell Road to Route 111 (Central Street). There's no mention of Hudson Boulevard or whatever, so it's for somebody who perhaps wasn't following a lot of this. They would have no idea what was being talked about tonight on the agenda, and they might see Lowell Road, Central Street that needs help. All in favor of it without knowing that we're talking about an entirely new road cutting through land. And the other thing I would just mention I would just have to think about while I was sitting here is, I know in past years some of the items on the past warrant articles I think it was one of like the Rangers Forest. There were some lands that I remember that voters voted to put, I think, into either town, forest or conservation land that had previously been town owned land. I'm not sure if any of that was earmarked for any of these roads, so it would be interesting to look at to see how much of this road, the area where this potential road would go is actually available land. Thank you.

Rita Banatwala, 29 Fairway Drive

Ms. Banatwala stated her name and address for the record. Chairman McGrath replied saying Oh, you're the person that I've seen on a lot of correspondence. Ms. Banatwala replied, it could be cuz I have written some things. Chair but so I've seen I've just I've in fact, I just mentioned it today that I saw your name in some other correspondence. Ms. Banatwala replied yes, you probably did. Yeah, basically, I want to just I don't want to repeat everything that everyone else has been saying, because that's a waste of time. But really, it's shame on all of us for approving or allowing our boards to approve projects knowing we have a vital traffic problem. It seems that everyone is in agreement that we've got a failed major thruway through Hudson called Lowell Road. Yet we're approving huge projects that are increasing traffic. And I listened to all those hearings. People on the boards were not asking questions about traffic. It was only citizens that were asking questions about the traffic, which is the shame, maybe citizens were asking all the good questions so no one else needed to. I don't know. I don't know what other discussions went on at off times, you know, whatever. But it's really shame on us for not taking care of our infrastructure before allowing new developments to take place in town. I want us all to keep that in mind as we're approving things in our town, make sure we've got the infrastructure, do we have the services? And as other people have requested, and I tried to second it weeks ago, let's get a study. We don't know if our police and fire can handle things. We already know our roadways fall apart, but we've got to get our infrastructure in place before we can have any more developments in town. So I guess my request is put a stay on everything. Don't let anything else happen until we know the impact and can handle that impact and get the infrastructure there first. We have to get the plan out before we can build and then we can make this a great town again. Chairman McGrath then said I'm not certain that we can do that and I don't I don't. I honestly don't know the answer. But a number of years ago, the Planning Board wanted to put a stay on development and we had to meet certain criteria. And that's it's some sort of an RSA. I don't know. I don't know if it's still in existence or if it was abolished. Ms. Banatwala replied saying, but I think we need I mean, we know we have problems, so let's figure out how we can fix those problems. That's all I want to do is try to fix it so we can make everything better for everyone.

Chairman McGrath then said so my point is so that everybody doesn't go marching out of this meeting thinking that, oh great, they can, they can put a stop on all development. It's not as easy as that, and I don't know what the answer is. I know at one time we tried to do that and we really we weren't able to do it. Well, can we dig and find out? I don't know either. Chairman McGrath replied, we can. Yes, we can. We can look into it. Ms. Banatwala continued on saying let's dig and find out and see what we can do because I really think it's important that we get our infrastructure in place and then we can invite development in and we can have the upper hand and get the things to make Hudson great again. Chairman McGrath then said, but let me also point out to you, and I'm not I'm not saying this because I'm trying to get all of this development into the town. Ms. Banatwala replied I know you're not. Chairman McGrath continued saying, if you know my background, you probably do know that. But people own property, and if they decide that they want to sell it and get the biggest value that they can, and then all of a sudden, we're not allowing any development in town. They can't, they can't sell their property and maybe they're in a position where they really need to. So that's something that again, you know, like as much as I, I can't I'm not even going to go any further than that. You get the message. Ms. Banatwala replied to Chairman McGrath saying, we just have to get them that our board asked the pertinent questions about our infrastructure. Can we support it? Can we take the impact of whatever the development is going to be given us? That's what we need to do. We need to ask this question. There are many opportunities that we could have put holds on different things at different times and said, No, we need more. We could have had developers that know you've got to pay for this overall impact study. No, you've got to do something about this traffic issue. Yes, we bought some land and got some rights to widen, some roads to get over to the Sagamore Bridge and stuff like that, but we could do more. That's all I'm saying is basically let's try to do more going forward because what we've been doing, status quo isn't cutting it. And I mean, people have admitted we've got failed roads. But if you go back and listen to the hearings when traffic was being discussed, oh yeah, that looks good. That looks good. There were no questions. Chairman McGrath replied well, you missed the part when I was at the meetings before I had the stroke. So it's not fair to say that those questions weren't asked because...Ms. Banatwala interjected saying some people did ask. You did ask some. I remember that, but I'm just saying more questions can be asked. Let's not be afraid to ask the questions to make sure our infrastructure is supported because we know it's weak right now.

Sue Gosselin, 9 Fairway Drive

I was before you about a month ago and I had talked about optics and what I'm seeing at the Planning Board and what I'm seeing in the way that things are being voted in or out. And I said that it just didn't look good. When you talked about why you didn't want people voted in on the Planning Board, you had a specific reason. And I listened to you. I started doing research, and that's when I started watching the Planning Board. And I referenced December six, sorry, December of 2016. I'm sorry. I think it was. The 18th around there that the same developers who were asking for things back then ended up getting them via the planning board. Granted, the residents voted for it, but the way they were presented wasn't necessarily what was presented in the planning board meetings. I find it a little. Interesting that about a month ago, when I came to talk about that, the developer, the same developers were at the planning board meeting. They were talking about how much industry they were going to want to keep that 50 foot building rage out on 111. And now all of a sudden, Hudson Boulevard is back on the. The docket. Just because you're paranoid doesn't mean people aren't out to get you. I'm just telling you from somebody who's watching that the optics are not looking good for that. All of a sudden the developers are talking about developing more and more on 111. And now we're looking to put a fast lane to developers to develop off of 111. Watch the time, you know, there's a sequence there. I'm not saying that's what it is, but it's just really convenient that all of a sudden within a month of a developer talking about how much they want to develop out on 111, we're giving them a speedway through this if it goes through. So thank you for your time.

Dean Sakati, 11 Fairway Drive

I mean, some of the same that's been brought up. I was absolutely stunned when I watched the video and I listened to Mr. Ulery, talk about the traffic and I completely agree with them. It's a mess. All the comments that have been said that Mr. Ulery made there, they're absolutely correct. The problem that I had was absolutely stunning to me was that he sits on the Planning Board and I listened through every I went to every HLC approval, meeting, a meeting for their approval and the debate, except for you and Mr. Oates, right? Was was nonexistent. It was unbelievable. I was absolutely stunned at the lack of critical thinking. Again, except for you, Madam Chair, as well as Mr. Oates, right? Is there was no, no critical, there's very little critical questioning, maybe some from Mr. Coutu as well. But the point being is how he could sit on that Board and be so concerned about traffic, but never ask questions about the traffic itself. And to me, it made me think, I don't know if I'm being harsh here, but it feels to me to be a dereliction of duty negligence, right? That you could actually be on this Board and not ask those tough questions when he obviously a couple of months later, you know, was able to express how strongly he felt about it. And, you know, maybe Mrs. Gosselin's point is there is a bit of a concern with what people see. So in other words, you know, again, I don't know if I'm connecting dots or making dots, but you bring a developer and they come in, they kind of scoot in and get the 50 foot height for buildings approved. They they're the same developers who are actually listed on the PDF's marketing HLC's buildings. They're the same developers that are writing letters to the to the Union Leader and to the Telegraph supporting this type of development that's all within their right. But the point being is that, you know, is it are we doing what's right for the residents or are we going too far and just trying to promote this laissez faire development that we've seen? And to the ordinary resident, it looks like this whatever you want to call it, boulevard is just another piece in that overall puzzle. So again, not sure if it's making dots, connecting dots, but that's the way I think you'll find a lot of people feel. So I'll end there, and I think that was brief.

Paige Schaller, 213 Fox Hollow Drive

I just had a couple of questions. One, I did watch the video from from last week and I did see where they were saying that they didn't have the money in there for the million dollars because for some reason this feasibility study hadn't been brought up. Previous to that. And Mr. Ulery, or I can't remember if it was representative or representative, Rice was asked, well, which town would you like us to take the money out of to give to you? And they didn't have an answer for that. So I'm just wondering if you vote to sign for the feasibility study today where's that money coming from? Because apparently they didn't know where it was coming from, either. So if we're voting to do this or I'm sorry, if if you well, Board vote to do it, are we then as taxpayers is going to have to pay the million dollars because the feasibility study was asked for?

Jordan Ulery, 36 Baker Street

Chairman McGrath replied saying, so, so Miss Rice and Mr. Ulery are representatives. They're not, they're not obligating us. We'd have to vote on any spending and that hasn't come before us. So you know, I think that they were talking about out of the Legislature, there must be a budget or a bucket of money that they can access. Am I right, Jordan? Representative Ulery replied from the back of the room, that's correct. Chairman McGrath continued on saying so it would come out of the Legislature. It wouldn't. Their budget, it wouldn't come out of the Town's budget. Ms. Schaller replied oh, okay cuz in the video, it sounded like he was asking the Legislature to get it into that bill that was in front of them that day. And because for whatever reason, it was too late getting into it, it wasn't accounted for. Chairman McGrath responded to Ms. Schaller saying, so that's their bill that they're talking about. It's not something that we're going to be voting on, you know, as far as that that it may end up coming before us to, you know, send a message to the Legislature or the state Senate saying that we either support that or we don't support it, but it's not before us yet. Ms.

Schaller replied. Ok. All right. Another question I had was I just wanted some clarification and some stuff I saw in social media today where somebody was talking about we didn't get Tuscan Village because, you know, a similar project like that was voted down by the voters before. And I think you select member Morin have mentioned before you're very familiar with the projects that have gone in there that one of them failed because the retail economy went down and the developer pulled out, another one failed because it was a casino, which to this day, we still don't have legalized casinos. And another one failed. Selectman Morin replied the retail one is in Merrimack now, and they're making a killing. Ms. Schaller replied Yeah, yeah. But back at the time it tanked? Selectman Morin replied no Things they they decided to move on and went to Merrimack. But the casino, the casino came in, but it really never went to a planning stage. And then what was the other one? I'm sorry. Ms. Schaller replied, I think the other one had failed. Yeah. Lifestyle center. Yeah. Yeah, that that was proposed. But that one, there was a lot of residents that didn't want it. Ms. Schaller replied we don't vote on that. Mr. Sakati, who was on the side of the room said, No, I live on it. I know that story. Yeah. Can I? Ms. Schaller said Yeah, because one of them was a recession and one was...Chairman McGrath, speaking to Mr. Sakati said if you have the right answer, you can. You better be sure because I live in that area and I know the answer. Mr. Sakati who was standing in the room, said I about it. I met with the developer. They were anxious to build the property. They laid out the plans. They called me, inaudible, called me to tell me that they were closing down that project and they were going to team up. But there was another project that was going in where I think Costco's going in on Spit Brook Road. He said they were, co, investing in that property. And that was basically and that project was also sunseted. At that time, there was a lot of free money that was flowing into real estate trusts. It was before the real estate, before the financial crisis. So what happened was these developers want to put that money to work. They need projects. They didn't get, you know, this project was probably a little more evolved then they teamed up on the other side of the river. Chairman McGrath responded that's an answer that I've never heard before. Mr. Sakati replied, that was my conversation with inaudible. Chairman McGrath replied well, he might not know either.

Ms. Schaller continued on saying so anyway, long. In short, though, the social media post said that the town residents voted it down. And as far as I know, we're not allowed to vote on the sale of someone's personal property, so I just wanted to clear that up, and I know you've talked about, of course, that's why I was asking you the question. So thank you. Selectman Morin then said but just so there's no confusion Friars Drive was voted down by the Town. Ms. Schaller then said the purchase of the land there yup. Selectman Morin then said so make sure that's not what they were talking. Ms. Schaller said No, they weren't. No, they were specifically talking about it. Selectman Morin replied, so they may be confused at Friars Drive was voted down by the Town. We had an option to buy that. Ms. Schaller replied yes, that's right. The voters voted down purchasing that property at the time. Unfortunately. Chairman McGrath replied we lost it by twenty five votes. Ms. Schaller then said which is important to get out and vote on March 8th, yes six, seven and eight.

Jordan Ulery, 36 Baker Street

Mr. Ulery said people have asked for a reference that's RSA 674-23 on the limitation of moratorium. You have to do an ordinance. Chairman McGrath said Ok. So that's that's in the in response to the question about stopping development. That's the lady over there. All right. Ok.

Xen Vurgaropulos, 5 Muldoon Drive

Mr. Vurgaropulos stood by the public input table saying, real quick, I promise. Chairman McGrath replied saying you're got to be really quick because we've got other business to do. That's really

Important. Mr. Vurgaropulos said I'm not even gonna sit down. To which the Chairman said you can sit down. Mr. Vurgaropulos replied I'm not going to get as excited as last time. I learned my lesson. So I apologize for being excited last time. I just had a question about the master plan is considered a 10 year plan, right? Or is it just...Selectman Roy said its two different things a 10 year plan is they're talking about is a state plan, right? The master plan. No, no...Mr. Vurgaropulos then said so is our master plan due for an update and how long is our master plan (inaudible, laughter talking in room). Selectman Roy said it is well overdue for an update. Mr. Vurgaropulos said I'm just I'm trying to learn. Chairman McGrath then said so in order to have a master plan update, we were doing visioning sessions, of which I'm sure all of these people in the room attended. Right? People replied yeah. Selectman Roy said yeah cuz I did and I saw most of them there. So. Chairman McGrath said to Selectman Roy You sure? To which Selectman Roy replied, yeah. Chairman McGrath then said I'm not so sure because I'm looking at people's faces and they look like they weren't there. But anyway, so they've got the look on their face like they weren't there. So anyway, go ahead. Mr. Vurgaropulos replied that's all I had. I just wanted clarification on that.

Chairman McGrath then said, so we Dave and I talked about that this evening about having more visioning sessions later this year because I think that we should be having them. We should take the opportunity to have all of these people in this room and people that are like minded that want to participate in the development of the town. It's its really important that you attend those and they're visioning sessions. They are. Brian, the last time he set them up, they were, I think, on a Saturday morning and a Wednesday evening. So you don't have to go to all of them, just go to one of them. It's telling, telling the Town Planner and Town officials what you'd what type of development you'd like to see in your town. And I don't know, I didn't see because. I was lucky enough to have a stroke that took me out of the equation for a while, so I'm not sure what kind of response we got. I'm not sure. I never saw the responses. Don't know. (A few members of the audience mentioned covid). Mr. Vurgaropulos then said your definition of lucky in mine is different. Chairman McGrath said I'm really being facetious because this hasn't been fun for me, believe me. But but you know, the visioning sessions when they come up, I mean, if I don't know how we're going to advertise them, but it's important that people go to those because you're going to be able to have input into what this town looks like. I'm coming. I'm coming to the end of, you know, my time serving. I don't know when that's going to be might be at the end of my term, which is in another, I don't know, a year or two or it could be longer than that. But it's, you know, it's important that people go to those things, participate, go to the deliberative sessions, which we just had. There were about 30 people that showed up. That has impact on the budgets and what we're spending your money on, what's being proposed to be spent. So it's critically important and people don't go to vote either. And that's on the spending that's going that's what's going to impact your taxes. So voting is coming up. The candidates. That's a question for everybody, you have to have to understand who the candidates are and who you want to represent you on this board and on other boards. Someone in the audience shouted out Thursday night. Candidate's night. Mr. Vurgaropulos said I appreciate the answer. I'm relatively young and I'm very interested in learning about. And I look forward to having some of those vision sessions and getting more involved. Chairman McGrath replied, yeah, that's good. Thank you.

Jim Dobens, 4 Eagle Drive

Mr. Dobens who was standing along the side of the room said Mr. Dobens said I'll join the vision sessions. I just need to know when they are. Chairman McGrath said they haven't been set up yet. Mr. Dobens replied, let me know. But the question? Absentee ballots? My understanding is absentee ballots are not available. Chairman McGrath replied, not yet. Mr. Dobens then said but we're closing in on the date for election, which is March 8th. Correct? Yes. And the ballots for absentee ballots have to be back in the hands of the Town by March 8<sup>th</sup>, correct? Chairman McGrath said I don't know. I can't answer that. Selectman Roy said I believe its 5:00 o'clock by 5:00 o'clock. Mr. Dobens then said they're not available now and people are traveling, mail Today takes at least five days. I've already talked to a few people, and I'm going to be one of them going to be unable to

vote because the absentee ballots are not going to be available. And I'm told that I was told by the Town it was the fault of the School Department because the School Department did not have their warrant articles written in time. So again, I am very concerned because I also know some of the people that want to vote and they're not going to be able to vote because it will never get back on time. So then we were told, well, jeez, if it doesn't get here in time, we don't know if we'll accept it. Chairman McGrath then said so, so, so let me I don't know the answer. No, I don't know. Mr. Dobens said I'm a little frustrated with that. I can. I can well understand because voting to me is very important. I make sure when I had the stroke, I was in the hospital and I said to them, I am going to be voting. I'm getting out of here to vote. So it's important. I don't know the answer, but I suspect that Mr. Malizia or someone upstairs can get the answer for you. The Town Administrator said that would be the Town Clerk's Office. Mr. Dobens said we called this morning and that was the answer we got. Again. Chairman McGrath asked, from the Town Clerk? To which Mr. Dobens replied yes. The ballots were still not back and the ballots were still with the printers. Ms. Banatwala yelled from the other side of the room, so that means election results will probably be on hold because they have to uphold to the postmark of when it's postmarked. So results will be delayed. Someone else said there's a narrow window of time if people are traveling. Mr. Debuc asked from the back of the room, how is that going to impact deployed members? I was deployed overseas in '16 and '17 and I voted absentee ballot. How does that impact our members in the military that are overseas right now that do not have a ballot right now? Chairman McGrath replied, I can't. I can't answer that. It's the Town Clerk's office that takes care of that process. And I can't speak for them.

Selectman Roy was recognized and said Madam Chair, can I ask that yes to Mr. Malizia to ask the Town Clerk to put something on the website. So that we might get they might get an answer? Selectman Guessferd then said there's somebody else who's leaving town on the 24th, and they were told the ballots wouldn't be ready. Chairman McGrath then said well, shame on whoever is responsible for that. Mr. Dobens said the Town blamed the School Department, I'm just telling ya. That was the answer I got. At this point people were laughing and shouting out and talking over each other from the audience. Mr. Gasdia said I don't know. I signed them a long time ago so I don't know what happened after that. Chairman McGrath then said So I think, you know, we'll have to get an answer and we'll have to make sure that it gets on the town's website.

Deb Putnam, 59 Rangers Drive

I did talk with the town clerk, it's not the fault of the school. (Outburst from the audience) Chairman McGrath said so we're never going to get through this agenda tonight. Selectman Roy replied sure we will. Ms. Putnam then said in defense of the school is that Roger advised me because I was working with Lori Weissgarber, trying to get information about how to get an absentee ballot out to the citizens. Roger advised me that a few weeks ago, the printer already advised them they were behind schedule. So is the problem is with the printer, not with when things were submitted. Mr. Dobens said we know, they're still at the printers. Ms. Putnam replied, yeah, right. That's the problem they're at the printers. Selectman Roy said goddam printer. Chairman McGrath then said you dodged that bullet Gary. Mr. Dobens said you better tell somebody upstairs who said it. Mr. Gasdia replied Yeah, I'll fix it. Appreciate that.

Chairman McGrath then said Ok, so I think is everybody spoken that needs to speak? Because it's now 8:20pm, and we've got we have other business that we have to take care of. So everyone's spoken. Thank you very much for coming out.

Selectman Roy then said Madam Chair. I could make a motion. I don't know if anybody's going to stay to move the item 8B to the beginning of the agenda so that if these folks want to want to know what the result of that this discussion is, they can be here and then we can go on with our... Chairman McGrath asked so what's the motion now? Selectman Roy replied to forward 8B to be heard now. Selectman Guessferd said that's the feasibility study. Selectman Morin seconded this motion. Selectman Roy made a motion, seconded by Selectman Morin to move item 8B to the first agenda item since there were so many residents present for this topic. Carried 5-0.

Chairman McGrath called a brief recess at 8:21pm. The meeting resumed at 8:23pm.

### New Business

#### 8B Feasibility Study for Lowell Road to Route 111 (Central Street)

Chairman McGrath recognized Town Planner, Brian Groth and Town Engineer, Elvis Dhima. Mr. Groth started off by saying, thank you, Madam Chair. Thank you, Board. First, let's just understand the timeline and what actually transpired, not what people think transpired. There were several conversations leading up to the Planning Board meeting in which the state reps were asked to speak to the state about a traffic solution. Previous to that, there was a conversation in the summer of 2019 in a public meeting asking the state reps to talk to the state about a traffic solution. Chairman McGrath asked, when you say that, just clarify who requested that. Was it someone from the....Selectman Morin spoke up saying I'll go in that meeting of the Planning Board, State Rep, one of them that went forward for this funding was discussing traffic and how bad it was and nothing was getting done. And when that Rep was done, I said, Well, I have two reps in this room right now. What are you doing for the Town of Hudson to improve the traffic? And from there, first we heard of it after that was the ninth Planning Board meeting as the meeting was started. I was advised that the next day there was going to be a hearing on Bill 2022 and there was some information which was requested as they give to everybody because many of the people in this room have asked the Planner and the Engineer for information. The gentleman that asked for the information not only is a state rep, is a resident of the town, so our Planner and Engineer did what they've done for everybody. Mr. Crowley has asked for tons of information. There's never been an issue. So that's how we get to where we are. Chairman McGrath replied, okay, thank you.

Selectman Roy spoke up saying, Madam Chair, can I ask a question? Chairman McGrath replied, Yeah. Selectman Roy then said so here's my question. So you say that they asked about traffic solutions? Was that specific to the Hudson Boulevard circumferential highway? Did they specifically ask for that information or are they looking for a solution? Well, they are two different things, right? Mr. Groth replied, so in the public hearing portion of this, we heard we have got a huge traffic problem, and but also, we're not keen on the solution at the Planning Board meeting, I don't believe to my recollection that specifically the Hudson Boulevard was identified as the favored solution. In terms of the meeting in 2019. I'd have to check the minutes. I don't know.

Mr. Dhima said I'll add to that. That's kind of part of the conversation tonight. I think a lot of people are talking about building a highway. We're not here for that tonight. We're here tonight to see if the Board of Selectmen will support a feasibility study for any solution, including that, but that that's very important to state and they keep talking about.... Selectman Roy interjected saying, I agree, but that's not what this memo indicates. Mr. Dhima responded saying the memo indicates feasibility study for Lowell Road to 111, because that was a language on the amended SB 2022. If you read that from the state, that's exactly what it says. Feasibility study Lowell Road to 111. And Brian is going to go over it. We're going to try to answer as many questions as possible, but and we're going to talk about what the outcome looks like and then the Board of Selectmen can make a decision either way, no



decision has been made at the state level about this. This is a matter of are we going to get this or not to do a study? That's it.

Mr. Groth continued saying, so the public hearing occurred where they proposed that amendment. And then they asked, what was the Town's temperature on this? How did the leadership in Town feel? So here we are. We're the messenger carrying this amendment, asking what the Board Selectmen feels about it. And the amendment is to support a feasibility study and what we've suggested and or other alternatives, because if this is not feasible, what are other solutions to the traffic problem?

Mr. Dhima then said so we there's been a lot of discussions about what we agree on, what we don't agree on. What it appears that we can agree on is that there is a traffic concern out there, an issue whatever you want to call it. What we don't agree on to what the solution looks like. I get it, some of you are not in favor of circumferential highway/ Hudson Boulevard whatever you want to call it those are two different projects. We're not here to ask for support of that. We're here to basically say, are you willing to have the state come in and fix their mess because they're the one that caused us by dumping a highway on Lowell Road and walking away? We don't know what the answer is. If we did, we wouldn't be here. The Board of Selectmen as of a month ago hired NRPC to look at the overall picture of the town to look what the model looked like for \$7500, something of that line or less. Mr. Groth said, no charge dues paying member. Mr. Dhima added, so at no cost to the taxpayer. This one will provide a similar feasibility, focusing on Lowell and 111, as I said on my previous statements here. You're going to see the good, the bad and the ugly. Now with this said, you're locking yourself in if you get approved at the state. If you move forward with this to have a study done in five years, that's going to tell you, yes, this is still feasible. No, this is not. And these are the alternatives. It will put this project to rest once and for all and the people that are against this project, they might get their answers, saying this is not feasible anymore. This feasibility study is going to include the most up to date EPA feedback about the wetland crossings, the state, the Commissioner stated on the meeting, most of you have watched it, and they're going to look for EPA feedback. If EPA says you're not going to get a wetland permit crossing for such an impact, case closed, one of the gentlemen, I think, stated at the beginning about widening Wason Road. I don't know what the answer is. We're not going to get into it because we don't know. That's what we're hoping the state comes in and figures this out for us. The million dollars, it's not taxpayers money from Hudson if he doesn't get used, well, if it is, if it is, it's going to be spent another community, there was other ones out there waiting in line. Mr. Groth added, its federal money. Mr. Dhima reiterated that saying, its federal money. It's going to get used no matter what. So to think like, oh, well, we're not going to use it, we're going to save it. You're not saving anything. You just basically pushing this money to another community to find their answers on traffic. Everyone is dealing with the same thing. The decision is yours. There's no decision being made at the state. If you don't want to move forward, that's fine. But we have to understand we have a problem and we need to find a solution or we don't. And we need to stop talking about, you can't have it both ways. We have a problem, but we want to do a feasibility study. There was a lot of discussions about HLC and the other projects. We're not here for that. We're here to deal with one thing and right now is what these people even behind me has been asking for 12 to 16 months. Find a solution. What are you doing about it? That's all there is. You did it with NRPC. You've been asked about this today. But doing nothing is not going to solve anything. We know that much.

Chairman McGrath then said, Mr. Ulery, did you want to add something? Mr. Ulery replied, yes, just to follow up after the meeting on what it was, we sat down and I contacted the Commissioner. The Commissioner made a suggestion as to the best way to proceed. At this point Chairman McGrath addressed the crowd in the room saying, hold on a second. Any conversations... we're trying to get this meeting over with, so please don't have side conversations that are going to interrupt everybody, including me, because I'm having a hard time hearing. So go ahead. Mr. Ulery continued saying, thank you, Madam Chair. So the Commissioner said this would be the best way to proceed based upon the information. Then all of your Reps met with the Governor. The governor said, Yep, I agree. This is the best way to proceed with the... this is the area. This would be the best thing. Understand

that the 10 year plan has a set value of money. It's going to be appropriate for this now, may or may not be spent. It doesn't. It'll go back into the general fund if it's not spent. But there's a finite amount of money that goes into the 10 year plan every two years. Well, anyway, it's called the ten year plan, but it every two years, it's another 10 years. So the vehicle, if you will, to get this feasibility study done to determine whether or not that first arc is viable, was chosen as the place for the feasibility study. That's all it was. It's a feasibility study. Nothing more, nothing less. Can it or can't it not be done? That's what been being asked.

At this point Chairman McGrath said so I think a point needs to be made here to why the state is involved is because Lowell Road from is it from the Presentation or Market Basket, right in that area that it becomes a state owned road down to the down to the Mass state line goes up Dracut Road from Dracut Road, all the way to the town line. And that's and that is a state road. Mr. Dhima then added so is 111 all the way down to the Burger King as well. Mr. Groth added, technically the entire routes are state owned. The urban compact area, which are the closest ones to the core of town, are town maintained. So that's the difference. Mr. Ulery, from the back of the room said, and that's a contract. The compact is a town gets to pay, the state gets to pay them, to take care of it. Chairman McGrath added so also, in addition to those roads, the Sagamore Bridge dumps and that's owned by the state, and it dumps traffic onto Lowell Road, which is a state road. So that's why that's why they're involved. If they if it wasn't a state road, we wouldn't have the state involved looking at traffic issues for us, right? Is that right? Mr. Ulery replied, Yes, Madam Chair. And it should be recalled that that's the second Sagamore Bridge that's existed there. This isn't the first bridge that was built. The first one was way too small for existing traffic. And also the traffic studies do exist that were done by the DOT, which I don't have the exact numbers. I think it's about 143,000 vehicles on Lowell Road when there's only something like thirty four or forty three hour I, there's only tens of thousands of vehicles registered in Hudson, so the majority of traffic today doesn't belong or doesn't stay in Hudson. They drive through.

Selectman Morin was recognized and said Just one clarification from did you say all the state reps met on this? Mr. Ulery replied, with the Governor. Selectman Morin asked, every one of them and we've got what, 11 12? Mr. Ulery replied, well, one of the reps from Pelham didn't attend. She had a Committee meeting that day. Selectman Morin then said but what everybody else is a whole, our Reps met and moved forward with this. Ok. Mr. Ulery replied saying yeah, because the fact of the matter is this is a situation that affects the state and it affects the it's original impact as everything else was. Selectman Morin added, that's the key word, because I heard that come up earlier, a regional thing. So obviously all our reps in this region met on this. So it is a regional...Mr. Ulery then said and Nashua's is interested in it. They didn't want to get involved because they didn't want to be associated with conservatives Hudson.

Chairman McGrath then said, we'll bring it back before the Board of Selectmen now. Selectman Roy then Selectman Gagnon. Selectman Roy said he had his hand up first.

Mr. Gagnon said thank you, Madam Chair. So a question to you guys. You know, I was aware of multiple public input sessions for the New Hampshire Dot's 10 year plan at the end of last year. In October, there was six, seven, eight different input sessions, as well as a month long email open to provide your input. Why wasn't any input from anyone provided at that time when the when the public was open and they were taking this these recommendations and requests? Mr. Dhima replied, there was no discussions from the Town. We were notified at the last minute by Selectman Ulery. That was it. There was no, we're not aware of any public input or any of that. And did not participate in any of that. Selectman Gagnon replied, okay, I realize. He continued on saying, and so on a different topic, the build grants for the circumferential highway/ Hudson Boulevard. It was denied twice, costing the taxpayers \$50,000 in application fees. Mr. Dhima replied, it wasn't denied. It wasn't granted. So we did not qualify for that grant. It wasn't like, I think that's two different things, but we applied for it and we did not get it twice. Selectman Gagnon asked, and do they give us any kind of reason whatsoever? Mr. Dhima replied, I looked into it. It's they set up committees and basically we made it through the first tier, which is basically like, Yeah, this is a good project and then didn't make it

through the second tier or third tier. Once it got to the third tier then he got to the Secretary of Transportation to make the decisions. It was my understanding at the time that was very political. So you would not get a grant from the State of New Hampshire at all. But then you will get two federal grants for Maine at the time for something that had nothing to do with traffic as far as I'm concerned. So one of those things we did not get in twice.

Selectman Gagnon then asked and do you have any knowledge of why you know this circumferential highway/Hudson Boulevard has been on the New Hampshire Dot's 10 year plan for many years, but it was always said it wasn't going to be funded. And then most recently, as of last year, it was dropped. I talked to Mr. Minkarah about that, and he said, yeah, they just ended up dropping it. Do you know why they dropped it from the previous 10 year plan? Mr. Dhima replied, there was no funding for it. It's that simple. The ten year plan gives the state a projection as to what they can do. That doesn't mean they have the money and they're going to do it. What you will see is if you do your research and go over the 10 year plan for the past 20 years, you're going to find out plans that have been sitting there for 20 years through the 10 year plan. All they're doing is they're moving the needle further and further out. So just because it's in the 10-Year Plan doesn't mean it's going to get done. 10 year plan means that they're going to try to do that or at least project or put some funding for it. That's it. There's no funding right now to do this project as far as I'm concerned. What we're trying to do is basically get them come up with a solution, whatever that is. That's what the feasibility study is. I think this is the first time at the Town of Hudson has had the state of New Hampshire come in with federal money to say, yes, we are going to look to what the alternatives look like. This could come in saying this is not feasible anymore, we ask the EPA and the said no and that's it. Case closed. We close the books once or for all. We never have to deal with this again and we start looking at other options. Whatever the other options is. That is an outcome of this. I think everyone is treating it as, oh, they're coming in to build the highway. And I don't know that. this would be a ticket out for the state saying, Yeah, we bought it...Selectman Gagnon interjected saying let me clarify, I completely agree. And so to my my last two questions here, I wouldn't be against an environmental study, of course I'm. But with that, I would really like to see, you know, for a million dollars. I'd like to see how that estimate came to be. Do we have a line item for why an environmental study might cost a million dollars? Mr. Dhima replied saying, If you watch the meeting, this number came and this question was asked at the meeting, and the New Hampshire DOT Commissioner said that a million dollars feels feasible to them based on all the prices they're seen out there from all the consultants and all the work that's being done. So what that means is that a million dollars is not going to be basically used to look at it and call it a day. They're going to look at everything, including what the actual wetland impact will be by square footage, by acre and get feedback from EPA. Having meetings reaching out to the town come up with alternatives. This is not something that they look at it and put an aerial together and call it a day. This is basically to get an official statement from them saying, yes, this is still feasible. No, this is not. We looked at it, nothing is going to work. There is a lot of money that will go into this from the environmental, wetlands, stream crossings, endangered species....Selectman Gagnon then said so I would be more this Sorry, I'd be for this study if I could see a line item, at least an estimate of where that came from. Mr. Dhima replied, as I said, it came from the DOT Commissioner. They deal with a lot of feasibility studies at the state level. They're looking at everything. That number, that's what they feel comfortable with and they're willing to go through \$250,000 in 2024 and \$750,000 in 2025. With that said, you're still going to have somewhere between eighteen months to maybe twenty four months to complete it. So the town best-case scenario, if this Board moves forward with this, you're going to get an answer to what things will look like in 2027, five years from now. But at least you're doing something about looking at some alternatives while just kind of not being able to do anything.

Selectman Gagnon replied saying understood. And last question for you if the Hudson Boulevard/circumferential highway is a potential on the map, Why would an an off ramp from the current route three to one of the larger developments proposed in town? Be on the on the docket for consideration as well? Mr. Groth replied, because state roads cannot exit into private property, is what we were told. Selectman Gagnon replied, Ok, I won't go into that today. Mr. Dhima continued speaking saying, so that it's basically with a development, right, that was vented out at the DOT. And

it's my understanding that while Lowell Road, River and Dracut, is state, I think the Turnpike Bureau jumps into the circumferential highway, whatever you want to call it, the bridge itself, it's the turnpike. It's not actually DOT. So the completely different bureau, but they're very strict on what governs ramp or not. And that was basically based on traffic numbers they assumed that they didn't feel comfortable doing a ramp because it's just numbers were not justified. We can agree with it or disagree with it. It doesn't matter. It was their decision. They made it. They reviewed the traffic model and that was the end of it.

The Chairman recognized Mr. Ulery saying I'm going to give you one minute. Mr. Ulery said that question was asked with the DOT Commissioner when it went up. The reason is highway design requirements and wetland impacts. You can't have an on ramp from Nashua at the beginning of an off ramp. You're asking for too many collisions.

Selectman Roy was recognized and said so I keep hearing you talk about they're looking at everything. So this feasibility will we'll talk about maybe widening parts of Lowell Road, maybe widening and fixing Wason Road? They will talk about those alternatives? Mr. Groth replied saying, what I would suggest is that if that is the desire of the Board, that that is part of the motion that if you wish to recommend a feasibility study with the caveat that other alternatives are explored, that would be my suggestion. Mr. Dhima added, you can you can have that language if you wish. I'm hoping that this is not as easy as this is not feasible. Best of luck. If it's not the answer, and it could very well be, what are what is the solution here? There's got to be something. They can't just leave us like this, right? Selectman Roy replied, right. That becomes the problem. The way this is written they are looking at one solution and that is all like nothing else exists. And that's the way that I read this and I could be wrong. But what I think everybody is saying here is, yes, we need a solution. It's not necessarily this solution. So what is every other solution that's available look like? Because there's nothing out there that says that. Mr. Dhima responded saying it's a perfect question. It's the same thing that's been said over and over again during the public input. And I'll tell you this if it comes down to that and all of us are still around in five years talking about this or any of these people behind us, you can make a decision then saying this is not acceptable to us, and that's it. Case closed, but at least you'll have an answer. Does that make sense? Selectman Roy replied, okay, and I understand what you're saying but it's only five years. I mean, if we'll if we want to look forward, we look way beyond five years just so we're. Mr. Dhima added, but at least you're doing something in the meanwhile, right versus doing nothing. Selectman Roy replied saying and I understand that. She then went on to say so you talked about we would get a statement that said that this was feasible or not feasible. Who would so I guess there's two questions. Who would issue that statement? And who does the study? Mr. Dhima replied to Selectman Roy saying, so the state will hire a firm they would be running the entire project. I don't know if we'll be able to participate or not. That's part of the negotiations that could be part of this motion tonight. But the state, it's my understanding they'll be running this and they'll provide us with basically feedback or conclusion on this matter. The study will be done by whoever they pick. It could be a low bid or it could be CBS you know, yeah, professional engineer in New Hampshire, wetland scientists. It's going to be everyone involved. Chairman McGrath then said, can I make a suggestion that we defer this item to next week? We have a meeting on the 1<sup>st</sup> and you (Selectman Roy) can write up what you'd like to see in the motion. You (Selectman Gagnon) can write up what you'd like to see in the motion. You can do the same and Selectman Morin. I'm not going to participate in it because I'm going to be up here running the meeting, but we're spending a lot of time on this and we're not going to spend another half hour trying to conjure up a motion. We can do that next week. Unless you want to stay here tonight. Selectman Roy replied, I think it's important enough that it should be resolved tonight...Chairman McGrath then said to Selectman Roy, then start writing because I'm not staying here until two o'clock in the morning. That's what we used to do in the old days on Planning Board. We had two o'clock meetings that would end.

Selectman Morin was recognized and said when is this going to the next level? Because we may have to get this squared away tonight? Mr. Ulery, from the back of the room said, I'm not sure what it's going to go to the House floor, probably first week, maybe second week in March. Selectman

Morin asked doesn't it have to go to the Senate first? To which Mr. Ulery replied, no, it does not. It goes to the House first. Then it goes to the Senate and then comes back to vote. Selectman Morin replied, okay thank you. Selectman Roy said is there...can I just ask Mr. Ulrich, is this something that's happening on the twenty sixth? Selectman Gagnon then said fourth. Selectman Roy then said oh the twenty fourth. Is there a hearing or? Mr. Ulery replied, I'm not sure. I don't know where that's coming from. Selectman Roy said yeah, I thought I had read it somewhere, too. I don't I don't recall. Selectman Morin said I thought I did too, that's why I asked. Mr. Ulery replied, they haven't voted on it yet.

Mr. Dhima then said our approach was the second this was entertained and it was no guarantee it was going to entertain or not, basically put emotion together, I think the decision was made Thursday or Wednesday or Thursday. I forget. The next day a memo was put together to present to the board to figure out which way you want to go. There's no decision made at this state. You don't have to send a letter out if you don't need to. But I think it's important based on what I heard at the meeting that a position is to be made by the Town. That's why you...

Selectman Morin was recognized and said this may be for the Engineer or Mr. Ulery also, where we've got to we can take a yes or no vote tonight because it still has to go through your process. And when the state's going to issue a contract, would that be the time to make a motion of what we want? Mr. Dhima replied, I think that's probably for the State Rep, because I'm not I think there will be the first one to be contacted versus the Town. It depends. The state is weird about how they do things right. It's my understanding they're going to run with that. I would like to say that we'll participate on it and they're going to run it by us, but I'm not sure. I think Mr. Ulery can probably answer that better than I can. Mr. Ulery replied, I think the Town Engineer has given a pretty good analysis, but what has to take place is it has to go through the legislative process. Oh I almost said a bad word... legislative process and then it comes back and goes forward. Now, if in your motion of support of a feasibility study that's wide open, you could say Board of Selectmen support a feasibility study and request to be part of that study. Done. There's your wording, Madam Chair. Chairman McGrath said it's not my wording. Selectman Roy also said t's not my wording.

Mr. Dhima then said if the Board at least agrees in principle, the feasibility study is warranted and we should pursue this. This is not this is state money for once, at least since I've been here with the Town in seven years, they actually come up and say, yes, great. If not, then there's obviously no point of discussing this. I think working out the detail on the motion itself. It could be next meeting. Either way, the sooner the better, obviously. But we do have emails. We can't send it to them electronically. But I think it's I think it's important at least to agree on principle if we want to move forward with the feasibility or study whatever those alternatives are. As far as the language goes, I think Chairman McGrath is right. I think you guys can draft it. Whoever wants feel comfortable with it, it's more work. I I'd rather not do it. I'd rather have the Board do it and then see if we agree on that.

Selectman Guessferd was recognized and said Ok, so a couple of things here, first, I do appreciate your attendance making yourselves available, Selectman Morin, you making yourself available on short notice to go up and support this. Mr. Dhima replied, we did not support it. Selectman Morin also said we did not support this. Mr. Dhima said we attend it. Selectman Guessferd clarified saying to listen to the arguments. I'm sorry. I misspoke. Ok, exactly. To go up and listen to what was being said. Ok, what was being said was all about the circumferential highway, all about Hudson Boulevard. Whatever. The comments you made most that the Representative made were specific to that alternative. Ok? That's one of the reasons why we have so many people here tonight. Ok? Some of the statements that were made, it's we've, you know, some of the citizens said, you know, certain things about the time it takes to get from here to there. Some of the other things, and one of the statements that to me was the most egregious was the fact that Hudson, all of Hudson wants this. That was stated. And that's not it at all, because I heard from a lot of people tonight and they are part of Hudson and they don't want this in any way, shape or form. I would probably, from my own perspective, be remiss to not listen to them. Ok, in terms of my own personal, my own, I won't say personal, my own feelings about this as a selectman. That's that is my where I'm sitting right now.

Now, if there is a way to make a motion that would be acceptable and much more acceptable to the citizens of Hudson, I would be, I would be open to that, but right now, I'm not hearing that from my perspective.

Mr. Dhima then said so I just want to say this again, this is not about the circumferential highway. This is about finding a solution. It might be, it might not be it. And I've said this and I want to say it again. We have to look at the good, the bad and the ugly here unfortunately. It's one of those things, but I do believe that the state, it's their responsibility to fix this. They caused it, not the Town. So they for once are coming up with the money to figure this out. And you, as a Board need to take advantage of this. I. And if you choose not to follow this, that's fine too. But I feel like, we felt like, some kind of position needs to be made by the Town because this might not come back again. This might be done after this.

Chairman McGrath then said go ahead, Selectman Roy, then Selectman Guessferd, Selectman Gagnon in that order.

Selectman Roy said so a couple of things to Mr. Guessferd's point all we've heard in this memo from the presentation that was made to say was the circumferential highway. It appears that no one is looking at any other alternative, right? Mr. Groth replied well, that's why the conversation was had about the Hudson Boulevard. What we've suggested is the Board consider as part of motion to support the feasibility study is to include other alternatives. That's what we've put in this motion here, and that's what we've been voicing. Selectman Roy replied saying well, no, this just is a feasibility study which then that which then can be limited or expanded at the state's discretion, not at our discretion. And I think that's really where I where I where I differ with this right? Mr. Dhima replied, the motion, for the record, does say to support the feasibility study and to send a letter of support to the New Hampshire Senate for the study and or other alternatives. That is the motion presented to you tonight, which you don't have to entertain. But that's what it says and other alternatives. Selectman Roy responded, and I can't I can't support it as it. I would be happy to listen to somebody a more solid motion that talks about what those alternatives are, because that's not discussed here at all. There's one alternative. Mr. Dhima replied, but we have to start somewhere. If they agree to do a feasibility study, we have to take that, especially if it's on their dime. That's the bottom line. Anything else you'll have to pay for? That's what it's going to come down to. Selectman Roy replied, again, I can't, I can't support it the way it is. Mr. Groth then said if we had the alternatives we wouldn't need the study. Selectman Roy replied, if I could just finish my comments here, I agree with Mr. Trost when he called this a zombie project. It's like sixty three years this has been floating around and this community has never had the will to do anything about it. So I don't know why it keeps getting revived or whatever you want to call it, because anyways, I'm done.

Selectman Guessferd was recognized and said I understand your arguments. I, you know, I do understand what you're saying. But everything has been represented in terms of one thing, one solution. And I get I get it. Now I'm also hearing there's no funding that this study wanted to be done for five years if we even if we got it going now. Mr. Dhima replied, Mm hmm. So what's the harm? I'm just I'm just bringing it up. Selectman Guessferd replied, there's another piece of this. I'm not. I'm a Hudson taxpayer, but I'm also a federal taxpayer, and I'd like to see my federal money my taxes go to things that are much more feasible I guess I'll say, better uses of that money. I don't think this is a good use of a million dollars of our taxpayer federal taxpayer money. I think there's probably other projects in the state that could better use that and that would benefit the state as a whole. Mr. Groth replied, we don't know what those projects are. And the point of not having alternatives is the study hasn't been done. That's the point of the study. You laugh at me (Selectman Roy), but that's the point. Selectman Roy then said because its one alternative, that's all that seems to be discussed is one alternative.

Chairman McGrath asked, Selectman Guessferd are you done? To which Selectman Guessferd replied, I am done.

Selectman Gagnon was recognized and said thank you, Madam Chair. I could be wrong. But what I've been confirmed is that there's a Senate session this Thursday on House Bill 2022. The House has already approved the amendment that Representative Ulery has proposed. And to me, listening to everyone in the room, it sounds as a communication gap because I think I was been informed that the amendment that was called out by Representative Ulery, actually calls out the Circumferential Highway or the Hudson Boulevard specifically. Whereas you gentlemen seem to be saying that it's a feasibility study and you're making it wider. As I stated before, I could get on board with a feasibility study, as the residents have requested in the past for the Hudson and the region. But again, today I can't support it until I see a line item for what the million dollars is for. And then I would like to see that the amendment in the House bill reflects what you guys are telling us.

Mr. Dhima said, Madam Chair, I got the amended HB 2022 today. I just want to read it for the record, so everyone understands. Project Restored the project named Hudson, project number 42108 is restored to the It's restored in the scope of work and amended in a 10 year transportation improvement plan to conduct an analysis to evaluate the feasibility of constructing a road between Route 3A and Route 111 southern portion of the circumferential highway. With the engineering total of \$250,000 in fiscal year 2024 \$750,000 2025. Funding source federal funds. That's it. Selectman Guessferd replied, that's exactly what we're talking about.

Selectman Morin was recognized and said I got a question again for the Planner, engineer or the State Rep. This money, because it's coming from the state, is only going to affect state roads. Am I correct? So as soon as we get the PMA, it's a Town of Hudson problem. Am I Right? Mr. Dhima replied, it's before PMA. It's actually right by the flagstone. Selectman Morin went on to say yeah but once we get to that point, Hudson needs to spend the money to figure out an alternative. Mr. Dhima replied, we'll spend the money even on the state road after this. I mean, that's just the way I see it. Selectman Morin replied, I understand that. But what I'm trying to say is they're going, the circumvention highway is the property. They own that property and that was a question earlier that property has already purchased and its there. Mr. Dhima replied, Mm hmm. Selectman Morin went on to say Ok. And it's been there since 1959, but its state owned, so they're looking into a state road. They are not going to look...they're not going to look at Wason Road either, are they because it's not a state road? Mr. Dhima replied, there's a right of way issue that's taken there. I don't believe so. Selectman Morin then said that's a Town road. So if we wanted to look at other solutions that are on the town road, this town is going to have to pay for that. Mr. Dhima replied, I mean, they could propose it. But yeah, it's this is part of the feasibility study. These are all the things. I can't tell you, like which one they're going to look at, because if we did, we wouldn't be here, obviously. But yes. Selectman Morin then asked, over experience, right? Dealing with the state when I was on the fire department. Yeah. If it ain't a state road, too bad. See you later. And so that's what I'm trying to say. We have one option here that is a state problem. Who is going to do the state problem? After that all these people in this room can bring forward something. I want to give thirty thousand dollars to look at alternatives for our town. So why are we giving up a million dollars of free dollars but let the state do this state thing? And then we as a town can work on trying to put money towards looking at the town options Wason Road because we're going to foot that bill If we widen Wason Road, that's our baby. Whether anybody likes it or not, that is ours. They're not going to do that for us. Yeah, if we did County Road, you know, a cut off the Belknap Road, we got to widen that. That's ours, not the state. And that's what needs to be understood here. Any town road, we're paying for and you got to remember that.

Selectman Roy then said so if I could, but we would be paying the to have this built, even though it becomes a state road. My understanding of the funding model is that that the town would be funding this right. Selectman Morin said No, absolutely not. Mr. Dhima said no. Selectman Roy then said not the feasibility study, but the actual road. Mr. Dhima replied, No, no, that's I always said that they would never be fair for the town to pay to solve someone else's problem. That's always been said. Selectman Morin said and you got to remember when we said and see, here's the difference between the circumferential highway and Hudson Boulevard. We started the Hudson Boulevard thing and asked them if we could do it. They said, Yeah, off our plate, right? We brought that to them. They

didn't bring that to us. Now it's back to the state road. They are looking into the money. It will be them building it, if it got built. If it got built. So that's what everybody's got to understand. Everybody's making assumptions and we're looking at information on Facebook that is very inaccurate. You need to come and get what we're talking about here tonight. You got to understand there's a difference between state roads and town roads. We own the town roads, whether we like it or not, and if we're going to widen Wason Road, which is a circumferential highway. Now it's our bill.

Mr. Vurgaropoulos, from the audience said, Madam Chair, its real quick. Chairman McGrath replied, it's got to be. Its 9:01, and we've got more business to do. You got to make it quick. Mr. Vurgaropoulos replied, thank you very much. To my understanding, to pivot off what Selectman Roy just stated, how in you stated that the Town would have to foot the bill? I agree with Town Engineer, Elvis that the Town shouldn't pay for stuff that magnitude. It's crazy, right? But when I looked at when I was researching some of the stuff, you go to the town of Hudson web page and you look at the Engineering Department and you look at this project there shows the 2018 grant request and has the breakdown now. The breakdown shows twenty million dollars coming, twenty million dollars coming from the state. The other \$20 million would have to come from the town's residents. That's the way I understand it. Ok, I just wanted to make sure I was reading the information correct. Because you are right. Selectman Morin replied saying that was the old project. We were just Hudson Boulevard. You got to keep the two separate.

Mr. Vurgaropoulos replied, I understand, I understand. And like you said, that there's a lot of misinformation out there. But the information that they're not very just separated readily on the site, but there is a whole so dedicated to that. So you see where the confusion is. Mr. Dhima replied, yeah. Two different things to your point, a Selectman, Morin said that was basically a 50 50. Not any different than an 80/20 right now. But basically, that is a completely different approach than what there's. Right now, which is basically just a feasibility study, a hundred percent supported by the NH DOT, using federal money, but absolutely no ties to the Town whatsoever. There's no construction phase, there's no design phase. That's it. And at the end of the day, there's no right or wrong answer. It's just a matter of which way the Board wants to go. That's it. There's no right or wrong here. It's just a matter of which direction you want to go.

Chairman McGrath went back to the Town Planner saying, so, Brian...Mr. Groth replied, thank you. What I've been trying to suggest and what we've both been trying to suggest is that the state has asked us for a yes or no, a black and white answer on this amendment. What we're suggesting is that the Board doesn't need to just comply with the yes or no. that a motion could be made a conditional statement that other alternatives are explored in the event that it's not feasible. Or however, you want to word that. Trying to give the board some leverage into expanding that to other alternatives.

At this point the Chairman said, so I'm going to make a statement. Because I haven't had an opportunity yet. It's true. It's 9:04 p.m. and I'm not going to take more than a minute. So all of the years that I've been working with Planning and in the town and working with the Planning Board and different planners over the years, I have, and I remember Lenny Smith, God bless him. The very first thing he said to me when he met me is about the circumferential highway and that that was coming to the town, that hasn't happened yet. I wasn't in favor of it then. I'm not in favor of it now. However, I'm just going to point out to everybody in this room, we, this board of Selectmen, we've taken an oath of office and we're supposed to be representing or supporting all of the residents in this town and the people in this room as vocal as they are. And I've seen them, you know, Mr. Crowley. Mr. Dobens, I'm getting to know their names. I'm getting to know their faces. But as often as they've come in, we haven't seen the other group of people and we don't know how many of them exist, that aren't that are in favor of taking care of the traffic problems and are in favor of the circumferential highway. I'm not going to go out looking for them, but I'm telling you that this is a small representation of the entire town and all of the residents that live in it. So we need to be careful about how we look at this and there may be other alternatives or other reasons that we haven't thought of. So. Although I'm opposed to it. As a representative of the entire town, I have to keep that that avenue open and be more, you know, willing to listen to other examples or other solutions that people may have. So its 9:06, are we done with this now for this evening or do we want to continue the discussion?



Selectman Roy was recognized and said I can't support this as this is written. As that amendment was read, I can't. There's no amendment I could make to this motion that would make that palatable to me. That amendment to the bill. Chairman McGrath said to Selectman Guessferd, so you you're not going to agree with...Selectman Guessferd said, I agree with Selectman Roy. Chairman McGrath replied, Yeah, I figured you would be. Yeah. Ok, so and you're (Selectman Gagnon) not in favor of it. Ok, so that's a two to three, the feasibility. This isn't going to go anywhere. Jordan, thank you for trying and I'm sorry for the residents that might be interested in a solution to the traffic problems.

Mr. Ulery, called out from the back of the room, Madam Chair, I did misspeak. I forgot to check the consent calendar. No one checks the consent calendar. It's fair to say. Oh, and by the way, the amendment is not just Hudson, there's several other items on the list. Chairman McGrath replied, okay thank you. She then said Ok, so everybody that was here for that project, you're free to go now. Chairman McGrath asked the Board, do you want to take a break? I'll call the meeting back to order at 9:15 p.m.

Selectman Morin made a motion, seconded by Selectman Roy to go back to the regular order of business. Carried 4-0.

During the recess Selectman Gagnon was excused from the remainder of the meeting due to a death in his family.

Upon return from the recess Chairman McGrath said I'm thinking about something that this gentleman said to me during the break. Yeah. I'm going to wait until you're in your chair. So before we take up the consent items, this gentleman in the front row made a point that to me during the break, we didn't take a vote on the feasibility study. So I think we should probably do that now. Selectman Morin said I'd like to hold that off because now we're short one, we're not gonna get an answer. Well, we will, depending on how it's worded. So I take that back. Selectman Roy then said well, as I said before, I wouldn't change the motion as it's written. It's nothing that was said that would make it make it palatable. So I mean, we could make the motion to close the record on it. The Town Administrator then said if it were two to two, it would fail. Which was, I believe, what would have been the result had there been three to two? Selectman Roy said, so I guess I'll make the motion to support the feasibility study and sent a letter of support to the New Hampshire Senate. Actually, I'm going to change that. I stand corrected. I will make a motion to not support the new feasibility sent letter and not study and not send a letter of support to New Hampshire, state the study and or other alternatives. Chairman McGrath asked, is there a second? Selectman Guessferd seconded the motion. The Town Administrator then said I was going to suggest if you make a motion and not do something and it fails, does that mean you do it? Selectman Roy said Ok, so I'll go back to the original motion.

The Town Administrator said, just keep it clean. Chairman McGrath said motion has been made and seconded to support the feasibility study, correct? Selectman Roy replied, Yeah. Chairman McGrath then said for the circumferential highway, all those in favor... let's do this by roll call now make it easier. Selectman Guessferd, no. Selectman Morin, aye. Selectman Roy, no. And Selectman McGrath, aye. So that's 2-2 motion has failed for lack of a quorum.

## 5. RECOGNITIONS, NOMINATIONS & APPOINTMENTS

### A. Appointment

- 1) Conservation Commission - (2 alternate member terms to expire 12/31/22 and 12/31/23)

Carl Murphy

Selectman Roy made a motion, seconded by Selectman Guessferd to appoint Carl Murphy as an alternate member of the Conservation Commission with a term to expire 12/31/23. Carried 4-0.

6. CONSENT ITEMS

Chairman McGrath asked does any member of the Board wish to remove any item for separate consent. Selectman Guessferd made a motion, seconded by Selectman Roy to approve consent items A, B, C, D, and F. Carried 4-0.

A. Assessing Items

- 1) Elderly Exemptions: map 247, lot 108, 3 Elder Street; map 145, lot 009, 1 Bridle Bridge Road
- 2) 2021 Property Tax Abatements: map 161, lot 3-2 & map 118, lot 44 - 127 Barretts Hill Road & 38 David Drive
- 3) Elderly Exemption Re-qualifications: map 156, lot 039, 16 Phillips Drive; map 156, lot 006, sub 051, 9A Taunton Lane; map 198, lot 054, 1 E Street; map 178, lot 021, 79 Speare Road; map 167, lot 010, 9 Power Street; map 216, lot 018, sub 010 17A Holly Lane; map 175, lot 034, sub 016, 10 Pond View Drive
- 4) Disabled Exemption Re-qualifications: map 178, lot 013, sub 031, 87 Mobile Drive; map 177, lot 004, 20 Kimball Hill Road
- 5) Veteran Tax Credit: map 248, lot 091, 1 Crestwood Drive

B. Water/Sewer Items - None

C. Licenses & Permits & Policies

- 1) Raffle Permit - Trinity LLC dba The Bar
- 2) Raffle Permit - British Cars of New Hampshire
- 3) Outdoor Gathering Permit - Antique British Car Show

D. Donations - None

E. Acceptance of Minutes - None

F. Calendar

2/23	7:00	Planning Board - Buxton Meeting Room
2/24	6:30	Candidates Night - Hudson Community Center
2/24	7:00	Zoning Board of Adjustment - Buxton Meeting Room
2/28	7:00	Sustainability Committee - Buxton Meeting Room
2/28	7:00	Citizens Traffic Advisory Committee - BOS Meeting Room
3/01	7:00	Board of Selectmen - BOS Meeting Room

7. OLD BUSINESS - None

8. NEW BUSINESS

A. Open Space Resources

Chairman McGrath recognized Bill Collins, Conservation Chairman and Mark Beauchesne, NH Fish and Game Advertising & Promotion Coordinator. Mr. Collins started off by saying, Mr. Collins started off by saying, good evening, Madam Chair and Board members. It's a tough act to follow. Really, we were waiting in the green room for quite a while. The reason why I've come before you tonight is one. I'll start out by saying that the Conservation Commission is simply an advisory board to the Selectmen, Zoning Board and Planning Board, so we can't make any decisions or contractual decisions as far as I'm concerned in that regard. Recently, back in December, we had a group of concerned citizens approached the Conservation Commission about hunting at Musquash Pond and their concerns centered around some errant shots from a duck hunter. They proposed limiting hunting at Musquash Pond or doing away with it pretty much all together and, you know, keeping it as a wildlife sanctuary. But the Conservation Commission feels that it's still a viable piece of property for the sportsmen in the Town of Hudson to enjoy and go out and, you know, and take part in local hunting. The Conservation Commission is responsible for roughly a thousand acres of property throughout the town, of which probably six hundred acres is hunt able land. The thing we lack is, you know, signage and maybe a little bit of education to local sportsmen when they use these properties and after, you know, our meeting, we researched it, Selectman Morin reached out to Hudson Police Department. I reached out to Fish and Game to see if this was a habitual problem on town owned lands. And to be honest, we couldn't really find a whole lot. There were a couple of calls to Fish and Game dating back to 1999, and it was one complaint that was just this year about, you know, that errant shot. And it hasn't been a reoccurrence since.

Mr. Collins continued on saying, but while I was on the Fish and Game website and talking with members of the Fish and Game, I came across this land Operation Land Share program and I think I sent at least one little bit of information to Mr. Malizia and it was included in your packets. What this does is it provides resource to the Town for proper signage and things along that line. At this point, I'm going to turn over the conversation to Mark here, he's more of a professional here than I am. Mr. Beauchesne replied, thank you, appreciate that. So Operation Land Share is a cooperative program between the landowners, which would be the Town and the agency. The agency has a sign program that's associated with Operation Land share. The signs that we provide to the landowners address common landowner issues. Similar to what this gentleman spoke of, I can give you an example. Hunting permitted. Kind of talks about respecting the property, what responsibilities for hunters are, et cetera? But also, you folks have not just hunters, you have multiple people utilizing your conservation properties. It could be that these properties were purchased with the caveats to allow for hunting. I don't know that I'm not going to speak on that. That would be up to the Conservation Commission to discuss, but we provide these signs to landowner's conservation commission's towns like Hudson free of charge with the caveat that they leave a significant portion of their property open for hunting. We're not asking this, you know, for the whole thing. Obviously, there's some places that are hunting probably wouldn't be viable. Or maybe it's best that we keep some space that is advisable...

Chairman McGrath interjected and said advisable. Hunting shouldn't be advised. It would have to be advisable or...Mr. Beauchesne replied, well, it might not be viable, you're viable, viable, meaning that that there's other uses going on that piece of property. The Town Administrator added, like Benson Park. Mr. Beauchesne replied, yeah, like Benson Park. Yeah, there you go. But it's still conservation land. So that's where, you know, we want to make sure that where these hunters are approaching these properties, they may come in from private property, they may come across a piece of property or trail that you decide that you want to say this is a spot that we don't want hunting. We want to make sure this is a safety zone. That's where that safety zone signs come into play. So they're not to block off the entire thing just to make people aware. Most landowners would deploy them around

their house, their paddocks or places where they keep animals. The law states that you cannot discharge a firearm within 300 feet of an occupied dwelling when hunting. Now somebody can do that if they're not hunting, I don't care. But for the hunting purposes, that's what that is. That's a firearm and a bow and arrow. Chairman McGrath replied, I can tell you, I care when I hear guns going off that probably a little close to the three hundred foot mark. Mr. Beauchesne asked so is that hunters, madam chair or your neighbors? The Chairman replied, I have no idea. I have no idea what they're doing. All I all I know is that I hear guns going off and they're pretty close to where I'm sitting. I don't know if it's deliberate or not. Mr. Beauchesne then said so if, if it's during hunting season, it could be could be hunters. If it's not during hunting season, it could be recreational shooters, which we don't regulate. That would be up to the Town to regulate in regards to discharge and urban, compact, et cetera. But some of us hear that sound and hear the sound of freedom. So it's all perspective in regards to what we want to hear and what we don't want to hear. So we're here to say these signs are here to support recreational activities on Town conservation land and allow for multiple use. We're not just not just hunters, but also anglers where appropriate and other land users like hikers, mountain bikers. I don't know if you'll allow horses on your property, but those folks are out there too. So we provide the signs, you provide the nails.

Selectman Roy said so I have a couple of questions. Do we have the authority to sort of restrict so it's three hundred feet, yards, what did you say... Mr. Beauchesne replied, 300 feet from an occupied Dwelling. Selectman Roy replied, right. So if you take the like, can we adjust that in, for example, so that it's farther away? And then my other question is, can we get a little more specific about how errant that round was? Because really, it only takes one really errant round to cause a disaster? Mr. Collins replied, so I can speak to that. The Hunter was neglectful in maybe his shot taking his shot. It was duck season. You know, steel pellets, travel, you know, can travel quite a distance and you know, it was done maliciously? I don't think so. I don't think Hudson Police Department found that to be the case. Was it a crazy errant shot? Probably. And maybe his position was not very good in where he might have been standing. Selectman Roy then said I guess how close was that errant shot to a human being? Mr. Collins replied, I not even going to venture a guess. They reported to the Hudson Police Department pellets hitting their house or their car with apparently enough velocity that maybe scratch the car or caused some damage. I'm not again, I'm not, I'm not 100 percent sure of the whole case. Selectman Roy replied, okay, I understand.

Mr. Collins went on to say, the first, I just want to specify, we don't. Well, I can say that we don't allow pistol shooting or target shooting on Town property, so people are out jogging or using the trails. They're not going to come across somebody, you know, just target shooting in the woods. And if we do find evidence of that, we report it to the Hudson Police Department or our selectmen liaison right away and that gets taken care of. I think, you know, the goal is, you know, not to prohibit hunting. Obviously, it's a long standing tradition, right? You know, for everybody, what we have is development encroachment upon our open spaces, whether it be residential or business, and it is making it harder and maybe a little more concerning when it comes down to things like that. But you know, at the same at the same rate, we want to preserve the whole aspect of open space and. I've run into many, many hunters, I don't have any more myself, but I've run into many, many hunters who are very respectable of the land. They're probably more respectable than some of the other people using in the property. And, you know, we've never really seen an issue. This was a one-time occurrence. They I'm not sure if they know who it was directly, but the problem seemed to be rectified later on. You'll always have noise complaints. Duck season is duck season. You know, once they start flying over the waters, you know, there's a lot of shooting going on and stuff like that, but it's for a limited time. And you know, I really do believe people are respectful for that.

Mr. Beauchesne added so hunting season is a small portion of the entire year where other recreationalists can enjoy these pieces of property any time, even including hunting season. And that's why you know, what I'm here for is that, you know, we share the resources. We're not exclusive that it's just for hikers or just for mountain bikers that this this is a conservation piece of property. Conservation by defined is the wise use of the resource. You know, if hunting is a wise thing to

happen on this and safe thing to happen, then maybe it should happen. The same program helps identify or excuse me, helps address these concerns, so if there's an area where they need to put up the safety zone signs or make other users aware that there's hunting going on? That's what we do. You know?

Selectman Roy then said so, so just so I'm clear, is a business, does that fall into that occupied dwellings? Mr. Collins replied yes, yes. Selectman Roy replied, three hundred feet. Ok. Okay. Mr. Beauchesne replied Yeah. And that's archery. That's a bow and arrow. That's a firearm. So down here for deer hunting, you're in a shotgun territory, so there's no high powered rifles going on. So in regards to personal safety, I think you're more in jeopardy of the golf course, driving by getting hit by an errant golf ball than anything else. That's probably something you could write down, or she's going to write it down because that's just hunting incidences are very limited. What happens with hunting incidences because there's a firearm involved, the mainstream media and others grab a hold of it and they just never leave it down. I recently got a study in regards to all the hunting incidences that happened in New Hampshire over the past 30 years. We've been averaging six a year, and most of the time it's hunters hurting themselves. I fell out of tree stand. I cut myself, you know, cleaning a deer or whatever it may be. But there's a there's a large public misconception in regards to how safe is hunting. Yeah, I work for the agency. Yes, this is the thing I do, and I'm going to speak positively on it. But I encourage you to do the same and investigate just how safe it is instead of seeing one incident as the norm. All right. Mr. Collins then said so just to add a little more to that, like I said, the records I requested from Fish and Game date back to 1999 and the records that Selectman Morin requested date back 10 years. And in in that time span, like I said, only one incident was reported to the Hudson Police Department and a few minor incidences, you know, were reported the Fish and Game and that one incident to HPD was that that episode that happened in early, I think, early December.

Selectman Roy then said so I understand that and and I'm not necessarily opposed to this. In fact, I think if it makes it safer, it's probably a good thing to do. Right? My point was it really only takes one incident to to turn things really bad. Right. I'm just saying like when you're talking about firearms and weapons, it takes one incident. That's all I'm saying. I have a question. It's probably more for you (Mr. Collins). Is there a campaign or a notification process that you folks have about hunting season so that if somebody is using it for another purpose, they know to wear a vest or? Mr. Collins replied, yeah, during the during the fall, starting in September through late December, we normally announce that at every one of our meetings where, you know, hunting, it's hunting season again and make sure if you're out in the woods wearing bright orange for you, your pets, things along that line. We had a celebratory land acquisition get together a couple of years ago, and I brought it up at the end of the meeting, reminding people, you know, use the woods, use them as often as you want, just, you know, just be safe, you know? And as far as the hunters go, like I said, I've run into numerous hunters, especially in northern Musquash, and we've never seen any irregularities, any problems as a result of that. No, bullet holes in signs, you know, the typical things you might see sometimes when land is hunted. We've never really had a problem other than this one time. What really spurred this on, I think from the conservation aspects is, we don't want to limit our open resources to, you know, cross country skis and snowshoes alone. You know what I mean? We want it's an open, its open land. It's supposed to be utilized in a fair, fair way across the spectrum of users. And I think, you know, what we do lack is some signage at some of our kiosks in regards to this. And, you know, financially, I mean, it's not a big drain, but you know, if you start talking, you know, four or five hundred acres, you're posting stuff, you know, \$25.00 a pop at some sign stores, you know, it gets expensive really quick. The state offers a program, you know that like I said, I can't because I'm advisory, I can't, you know, without your permission, I can't sign on to this. And that's why we're here tonight. You know, we can better educate hunters, but we can also better educate the general public about hunting, too.

Selectman Guessferd was recognized and said have you have you considered also you say you do at the meetings, and is there something that you put up on on? You have a website, right? There's a

part of the town website. Mr. Collins replied, yeah, we have the town website. Yep. Selectman Guessferd added, hunting season, do you put things up there as well? And that sort of thing, a lot of people look at those, right as well. Mr. Collins replied saying so social media, of course, is always a big thing too. And you know, the Conservation Commission is taking a little more active interest in utilizing social media because we don't have local newspapers anymore. And really, it's tough to get word out in a lot of things unless people watch the meetings, read the minutes or they go to the Town website and they can say, go into the town website, sometimes it's pretty tricky to find some of that stuff. You know, we can put up a current event, something that's going to happen next week. But you know, you know, do we see, you know, hunting starts, you know, deer hunting starts September through the end of September or early October. You know, things like that now, but we do try to inform the public, like I said, every time we have a meeting or an event, clean up days, things along that line. And like I said, I've been using more social media to get the word out. We've been, you know, we've had a significant uptick in the people looking at the Facebook page that's out there, and I want to keep utilizing that to make people aware of these different things. And that's it, I guess tonight, really what I'm looking for is either a Town official to sign off on the program or, you know, be granted permission to do so, according to the rules that we have. Mr. Beauchesne then said one more point of two note here is that on every sign is this logo. And as the Department's shield, it carries a lot of weight. There's a lot of weight with the general public. It carries a lot of weight with the hunters. They see that they know that there's a cooperation going on with the agency. We stand behind that. So if there's a problem, we have resources to address that. Selectman Roy made a motion, seconded by Selectman Morin to allow the Conservation Commission to participate in the Operation Land Share with the Fish and Game Department. Carried, 4-0.

#### B. Water Utility Cyber Security Grant Application

Town Engineer, Elvis Dhima was recognized and said, Thank you, Madam Chair. Good evening, everyone. First item for you tonight is a water utility cybersecurity grant. This is basically grant money, ARPA money that the feds are sending down the pipeline. New Hampshire DES is getting a hold of it. They're reaching out to communities. We were contacted. It's basically an opportunity for the Town to have their Homeland Security or the third party. They'll be selected by DES to come in and do a stress test to figure out if we have any weaknesses and if we do, what can be done to do that? It's up to \$50,000. We already have done an internal required stress test by the American Infrastructure Act about a year ago, but we do have programs and projects in place, such as the antenna basically will allow us to do communication with our assets, not only through the wireless routers, but also radio frequency as well. So I'm hoping to use this opportunity to have them identify this need and use a 50 grand towards that project. With that said, I'll take any money, any money...(laughter in the room)after talking about A million dollars and giving it away or one hundred million, I apologize. Long night. I'll take any questions you might have. This is 100% funded by the state. There's no commitment or obligations by the Town. Selectman Guessferd made a motion, seconded by Selectman Roy to approve and authorize the Town engineer to apply for the Cyber Security grant. Carried 4-0.

#### C. Sewer Utility Cyber Security Grant Application

Mr. Dhima was again recognized and said thank you, Madam Chair. This is exactly the same thing, same amount, 50 grand. But this is really to our sewer utilities. Everything right now, as far as communication goes, for our day to day operation between the pump stations and our internal access to them, it's handled by a third party. Again, we'd like to have someone else come in, including Homeland Security, to look at that and the intent is to have a second means to

communicate if the wireless routers go down. Again, we're going to be pushing towards having radio backups for every single one of them so we can see what's going on with those facilities. They do not have any control system in there. So it's basically just view only. Do that for a reason. But then again, always looking for ways to improve that. So that's what this is, 100% funded by the state now. Partnership with the Town as far as money goes, so I'll take any questions, you might have. Selectman Roy made a motion, seconded by Selectman Guessferd to approve an authorized the Town Engineer to apply for a cybersecurity grant. Carried 4-0.

#### D. Hudson - Pennichuck Water Wholesale Water Supply Contract

Town Engineer, Elvis Dhima, was again recognized. Mr. Dhima explained, as you well aware, June 20, 2021, we had to disconnect one of the wells through the PFOS levels. Again due to the new requirements that were basically pushed down to us by the State, DES. We've been purchasing more water from Pennichuck ever since. Our contract with them, current contract we have with them expires in about two years, three years. So we have to start a negotiation. This event with the PFOS in one of the wells being offline, basically put Mr. Malizia and myself in a position to start negotiating a better price if we're going to continue to purchase additional water from them. While we deal with what we're actually going to do with the way with Saint Cobain. With that said, there was a long three months of negotiations back and forth. Legal was involved. The Town Administrator added, our Attorney participated just so you know this has been vetted. Mr. Dhima continued saying, the whole process was basically back and forth trying to get it. In a nutshell what we're dealing with is, if we continue with this contract compared to what we're going to be dealing with a new contract. If we purchase a million dollars million gallons a day, we're looking at about just over half a million dollars a year in savings between the current contract and the new one in place, based on a million gallons per day purchased at a minimum.

Mr. Dhima continued saying, so we think that's beneficial. The language from the previous contract is pretty much the same. We just have to fine tune it and clean it up a little bit. But that's basically in a nutshell, it's a two year contract with three, two year extensions. What that is basically is if we see that we bring the wells back and we want to purchase less water from Pennichuck, it gives us a mechanism not to lock ourselves in for 20 years, which is the current contract in place. With that said, I'll take any questions you might

Selectman Roy was recognized and said so I just want to be clear that this is funded out of the water fund, correct? Mr. Dhima replied, correct. 100%. You're absolutely right. Selectman Roy then said so will we be able to maintain our current water rates under this contract Mr. Dhima replied, as of now? Yes. This fiscal year, this upcoming fiscal year? Yes. Selectman Roy then said so I'm I'm I need a little bit of clarification. The memo talks about a million gallons a day. Paragraph 5A talks about 2.1 million gallons a day and then 7A goes back to one million gallons a day. So I just want to be clear about what we're purchasing here. Mr. Dhima replied, saying, I would start by saying that the contract is complex as it is for people that deal with this every day. But basically, what you're seeing is you're purchasing a million gallons per day at a minimum, but with a maximum of 2.1 million gallons. So they're basically saying we'll provide you a minimum of one million, but we cannot provide you more than 2.1, at least out of the EConnect crossing. We can push water from another crossing, which is on the Merrimack River in Litchfield. And that's what that is, providing a minimum and a ceiling and that ceiling, by the way, that was part of the original contract as well. Ok. So there's a limitation to what they can push to us.

Selectman Roy then said so then my I have just two more questions. One is any of these costs recoverable through civil action? So my understanding is there's some civil litigation going on about the PFOA, and I know that's kind of in the beginning stages in a very long time, the road. But can we recover some of these costs? Mr. Dhima replied, well, I can tell you, Mr. Malizia is keeping track of every single penny that we're spending and then some, including his time dealing with this. So yes.

The Town Administrator added, it is our intention that would be part of our plan. Mr. Dhima added, we've also been advised by the state to keep track of all the costs associated with everything that's basically triggering us to change our daily operations.

Selectman Roy replied, Ok.

Selectman Roy then said, and then I think my final question is probably more for Mr. Malizia, but do we need a non-appropriation clause in this contract? The Town Administrator replied, we've been under a water utility contract extension for 20 years. It does not have an appropriation. Just further state that the attorneys vetted. Should we have needed one, he would have advised to put it. So I don't believe so. Selectman Roy replied, okay. Seeing no further questions, Selectman Guessferd made a motion, seconded by Selectman Morin to approve the new Wholesale Water Supply Contract, as recommended by the Town Administrator and Town Engineer. Carried 4-0.

#### E. Fiscal Year 2021 Audit Report

The Town Administrator was recognized and said we got the audit report, which is, I think there was a copy of the report in the Selectmen's General Read, so you can all take a look at it. This also gets published in the annual report, just so everybody knows. So I think, Selectman Roy, you asked for it to be on the agenda. Selectman Roy replied, yeah, I just have some questions and some things that we might want to just consider how we're going to address in the future. So the gift card issue, I'll start, I'm on, I'm on Page three. The gift card issue, I'm guessing, we would be prepared to have an if that an unusual event ever happened again, we'd be prepared to have policy that that tracks that or whatever. Chairman McGrath asked, what is that? The Town Administrator replied, if you recall, at the height of the pandemic, the Board authorized the purchase of a gift card for all the employees. We distributed those gift cards, the auditor said well, you should really have them signed so that, you know, they got it. Selectman Roy said I think a tracking thing would probably be more appropriate than having somebody come in. You know that we issued this gift card to this employee kind of thing. I'm not so sure of having somebody. The Town Administrator added, I think it's probably tacky to have somebody sign. Selectman Guessferd and Roy agreed. The Town Administrator went on to say, but given that that's a fairly rare occurrence, I'm sure something simple can be put together. That's. I'll leave it at that because we don't do it that often. That was a pretty rare occasion. I will say this that typically you'll give an award to someone for their longevity. They're usually standing right here, right? I did talk to the Finance Director about these things.

Selectman Roy then said so the uninsured deposits, like so the way I read this and correct me if I'm wrong, is that we have money that exceeds the FDIC insurance limit in certain Institutions at certain. The Town Administrator said we had something that needs to be what they call collateralized. So we're going to need to speak to the Treasurer to make sure we have the appropriate levels because we need to make sure our money is insured. Selectman Roy replied right, okay, okay. And then I thought that we did this a couple of years ago with the reaffirmation of the town policy. The Town Administrator replied, so typically you've adopted or adopted certain policies like fund balance policy, investment policy. So both of us are a little puzzled as to what policies they're talking about. So the Finance Director will have a conversation to say if you want us to reaffirm policies that have not changed and we've been using, I guess we could do so. Selectman Roy replied, I think we've done that in the past, I vaguely remember something. The Town Administrator replied, I know we've done that 125 Cafeteria Plan. We do, we do other ones. But quite honestly, I can't tell you the last time we adopted XYZ policy, we have to specifically look at what policies they're talking about. I'm not aware that we were deficient in anything that required. That's like driven by the state. So the investment policy, what was the other one, the fund balance policy. There's some state guidance on those RSA. So we've done those on an annual basis. The 125 Cafeteria Plan, I believe, is a federal requirement. We've done that. Other policies, we need to find out what are the policies are you talking about? They found they have a town file that has our policies in it, and someone this year have said, Oh, we



haven't seen this one dusted off for 10 years. I'm making up a number. Ok, so you tell us which ones you think need to be reaffirmed. Selectman Guessferd said you've got to have findings?

Selectman Roy then said the reconciliation issue. The Town Administrator said we're working through the rest of that. I had a meeting with the Town Clerk, which is where that issue was. Those are, I think, proceeding along we are through. I believe I know we did at least one of the months, I think, is the second month we're finishing out. Selectman Morin said, we had that meeting the other day. Selectman Roy then asked, and so then is there a plan to make sure that those things continue to be done in a timely manner? Selectman Morin and the Town Administrator replied, yes. Selectman Roy then asked, what is the requirement? Is it quarterly or? The Town Administrator replied, you want to do it as often as soon as you can, but I would say quarterly would be a good goal to start with. Selectman Roy replied, Ok. That's all I have.

The Town Administrator then said but other than that, I think, you know, there's some pronouncements going forward. There's a lot of GASB, Government Accounting Standards Board. There's always some concern, some group that comes out with all these new standards you've got to comply with. The Finance Director will be speaking to the auditors to see how much that affects us. They notify us that these new standards were adopted. Some may not be applicable to the Town. Overall, though, I think the Town is still in a very strong financial position. Very healthy, fun balance 6.2 or 6.3 million for the general fund, the Sewer and Water have their own fund balances and I didn't see any other major, they didn't have any other major issues. Again, reasonable. And again, the report was in your general read. And it also gets published in the Town report so anybody can see it. Selectman Roy said I generally wanted to go over some of those Findings to make sure.

9. Remarks by the Town Administrator

The Town Administrator said just don't forget you have your next meeting is next Tuesday the 1<sup>st</sup>, as the election of the 8<sup>th</sup>, you will not be meeting that week. You'll be meeting next week. Just a public service reminder. Again, we have two polling places. If you're in Ward One, you'll be voting at the normal location Community Center. No change for those folks. For Ward Two, you're voting at Alvirne High School. The polls will be open seven to eight o'clock. It's the Town and School ballots.

10. Remarks by the School Board

Mr. Gasdia said jokingly said Madam Chair, I will keep it brief. 45 minutes tops. Get you out of here by midnight. I'll try to talk a little extra. So first, I think I need to first say Mrs. Putnam for saving the School District for the absentee ballots not being ready. But in all seriousness, the big news for us is the superintendent search. We have two finalists Dan Mullis, who is the current superintendent in Barrington, New Hampshire, and Garth McKinney, who is the interim superintendent in Nashua. Dan Mullis spent the day in Hudson today touring all of the schools. We had a public meet and greet at the Barnyard Cafe. We had a Zoom meeting, so unfortunately we took some of your TV audience away tonight at seven o'clock. And for this town and the staff, we're doing the exact same thing tomorrow with Garth McKinney, and we're hoping to have a decision made soon.

Next week is February vacation, so it's hopefully people can get away. It's a little more normal this year than it has been in the past couple. And with that March 1<sup>st</sup>, I will not be here, so I will miss that next meeting. And so depending on what happens at the election, this may be my last meeting with you, and I just wanted to take the opportunity to thank everyone around this table, including Jill and

Steve and everyone else for great partnership and, you know, looking forward to working with you again. But in the event we don't just want to say thank you back to you.

11. Other Business/Comments by the Selectmen

Selectman Gagnon: absent

Selectman Roy: So I two things. One, Candidate Night is this coming Thursday, February 24th at 6:30 p.m. in the Community Center. It's also will be on HCTV. You can you can submit questions to the Hudson Woman's Club if you have any questions for any of the candidates on the ballot. And so that runs from 6:30 to 9:00 and then on March 8<sup>th</sup>, again, it's two locations. Please do not forget to come out and vote. Please vote. That is all.

Selectman Morin: I've just got one thing. It concerns me greatly is the pounding that our Town employees got for some information that was not even close to being correct. Posts on Facebook started a frenzy and attacked our employees, and it could have been dealt with and it could have been stopped. But people chose not to do it. But we can get into that at another time. My concern is, as I mentioned tonight, the people that that had concerns with the Amazon project went to our Town Planner and our Engineer and got information every single time that they needed it. This Board, members of this board go to those two employees for information when they need it. But because one employee was asked by a representative, who is also a town resident who has that right to provide some information, we went into this frenzy and stuff got posted on Facebook and listening to the people here tonight, looking at emails that I have received and listening to all the things throughout the town and reading posts on the Facebook, and somebody said it tonight, and I wrote it down because it fits perfectly. Words matter. And it perfectly fit what happened from that, that Facebook post that had total erroneous information. And instead of that person or a person who could have corrected that issue did not, turned into a frenzy and our employees took a beating for no reason. I think it's wrong. I think it needs to be addressed and it will be coming up at a future meeting. Thank you.

Selectman Guessferd: The only thing I want to say is just reiterate about Candidates Night and also, you know, voting on March 8th again. Well, we could have say a multiple times between now and election, I'm sure. If you're if you're in one ward, you're voting at Alvirne, typically the northern end of town. If you're if you're in the other part of town, you're going to be voting at the Hudson Community Center. So we'll just see everybody come out. Let's get let's get the vote out. That's the bottom line. Chairman McGrath replied saying, I can guarantee you that I am going to be voting. I can guarantee you with that.

Chairman McGrath: And I have no comments tonight because it's been a long night. A lot has been said. I don't think I need to say anymore, so I'll save it for the next meeting, if you can. If you can come up and see me, I've got something for you.

12. Nonpublic Session- There was no nonpublic business this evening.

13. ADJOURNMENT

Motion to adjourn at 10:01 p.m. by Selectman Roy seconded by Selectman Guessferd.  
Carried 4-0.

Recorded by HCTV and transcribed by Jill Laffin, Executive Assistant.

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Marilyn E. McGrath, Chairman

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Bob Guessferd, Vice Chairman

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David Morin, Selectman

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Kara Roy, Selectman

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Brett Gagnon, Selectmen